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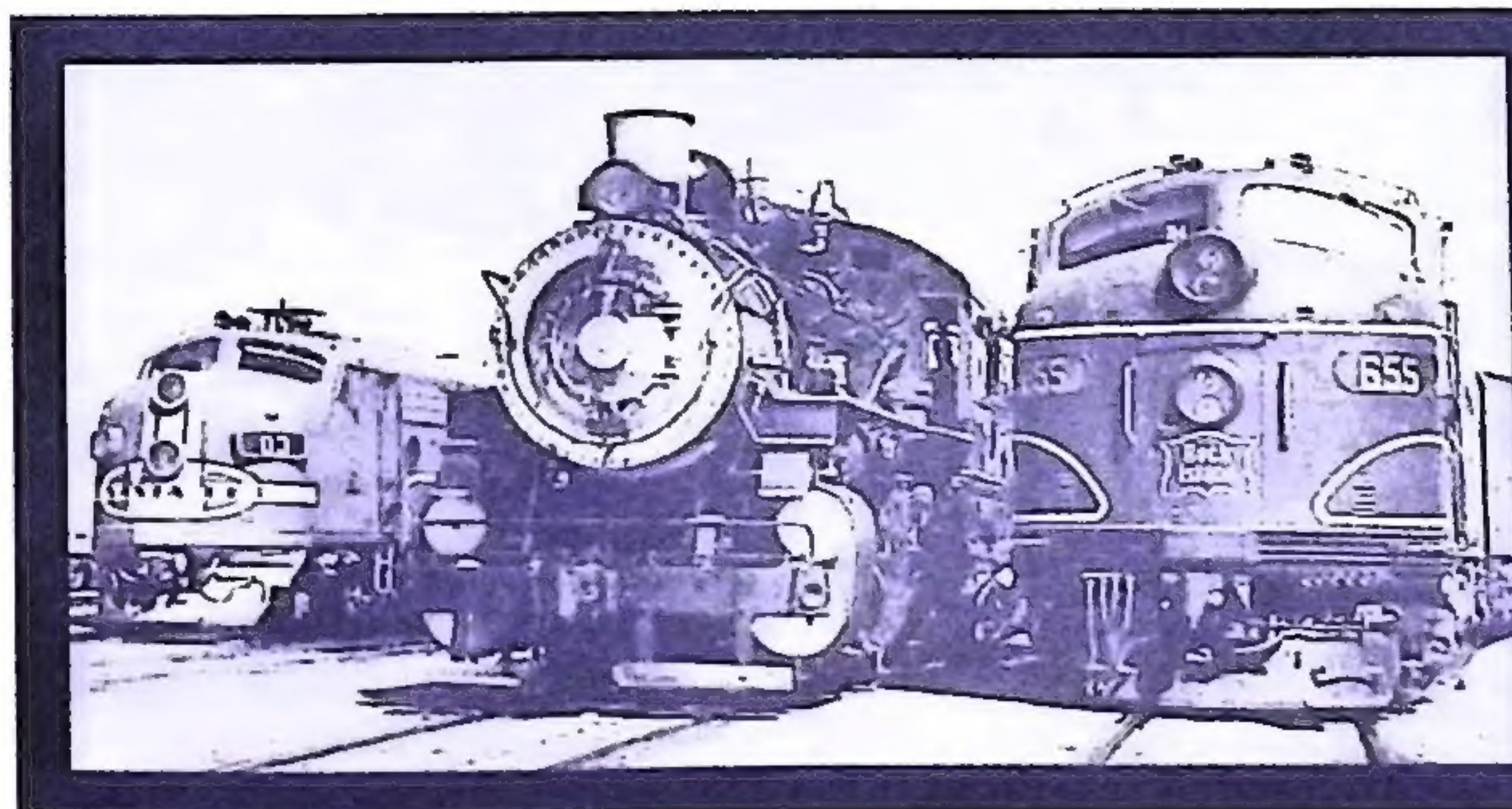
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THE GOLDEN YEARS OF RAILROADING

SPRING 2002 • VOLUME 3 NUMBER 1

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A doubleheader on a reefer block approaches Santa Fe's longest tunnel on the last lap to the Coast. *By Robert S. McGonigal*
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A 1965 college-semester-break trip to find a Chicago Great Western Alco resulted in much, much more. *By J. David Ingles*
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SP's 3rd & Townsend, San Francisco





ABOVE: With a fresh-looking F7 leading, Atlantic Coast Line Extra 404 South curves through Maddox Park leaving Atlanta in November 1952. David W. Salter photo (page 46).

Magnificent obsession

HERE WERE ONLY 25 OF THEM. They hauled freight, not high-profile passenger trains, through sparsely populated territory. Even the longest-lived of them lasted less than 20 years. It's been more than four decades since the last one went cold.

Not a recipe for popularity, it would seem. Yet Union Pacific's 4000-series steam engines—the Big Boys—have a hold on the public imagination enjoyed by few, if any, other locomotive classes. That potent nickname helps, chalked on the smokebox of No. 4000 by someone at the Alco plant. So does the “world's largest steam locomotive” label, promoted by UP during, and even after, the Big Boys' service lives. Another factor is where and for whom they worked: the wide-open, mythic West, on the route of the first trans-continental railroad, under the all-American UP shield.

Big Boy: Potent name, superb performance.

Like so many others, I too was bitten by the 4-8-8-4 bug, at an early age. Before I knew a Yellowstone from an Allegheny, I knew of Big Boys. My dad took me downtown to see a documentary film on them. I watched weekly for the short clip that showed one on the *Johnny Cash Show*. I thrilled to learn that the Big Boys' careers and my own lifetime overlapped, if only by a few months. I prevailed on my parents to send away to Blackhawk Films for a Super 8 copy of *Big Boy and His Brothers*. I resolved to see one of the preserved ones someday. Years later, compelled in part by the Big Boy legend, I made a shoestring trip to ride an excursion behind the next-best thing: Challenger 3985.

Legend and myth don't count for much out on the road, which is fine, for Union Pacific men recall the 4000's as just plain superb locomotives. This view seems apparent in some of the photographs on pages 30-41.



H. R. GRIFFITHS JR.

Robert S. McGonigal



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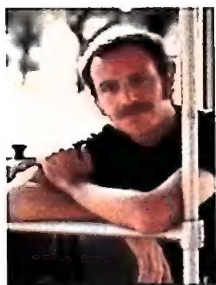
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Ben F. Anthony ["Bad Coal," pages 58-61] retired in 1993 after 32 years as an engineer with General Electric's locomotive division. Before his job with the Nickel Plate that forms the basis for his story in this issue, he worked for the Pennsylvania. After the NKP, Ben worked for the Erie, Cleveland Union Terminal, Rock Island, Bessemer, and an iron-ore road in Venezuela. He is active in the Museum of Erie GE History on the plant grounds at Erie, Pa. This is his first CLASSIC TRAINS byline, but he was profiled in the September 1999 issue of TRAINS magazine ["Man of Erie," pages 102-104].

Glen Brewer ["Ghosts in the Piney Woods," pages 76-79] is a lifelong railfan who grew up watching steam trains and interurbans around Chicago. He still feels a sense of loss over the demise of steam locomotives, privately operated passenger trains, and the accompanying structures, people, and equipment on the nation's railroads. Seen here in the early 1960's aboard a New Orleans streetcar, he now lives in Denver. This is Glen's first CLASSIC TRAINS byline.



Theodore C. Doege ["My Summer in the Gold Cage," pages 42-45] is a retired physician. A native of Nebraska, he now lives in suburban Chicago. This is his first CLASSIC TRAINS byline.

Henry R. Griffiths Jr. ["Big Boys West from Cheyenne," pages 30-41] took his first railroad picture in 1934. A lifelong resident of Boise, he produced an extensive, high-quality photographic record of railroading in Idaho, Oregon, Washington, Montana, Wyoming, Colorado, and Utah. Hank Griffiths died in 1997, but a selection of his work appeared in TRAINS CLASSIC 1999. His photo collection is maintained by his children, Jim Griffiths and Mary Crus.

John Gruber ["David Salter: A Color Pio-

neer in the South," pages 46-57] is contributing editor of CLASSIC TRAINS; he handles our "Great Photographers" series. An accomplished photographer himself, he also served as editor of *Vintage Rails* magazine. President of the Center for Railroad Photography & Art, John lives in Madison. This is his eighth CLASSIC TRAINS byline.

J. David Ingles ["Iowa Getaway," pages 22-29] is Senior Editor of CLASSIC TRAINS and has been on the staff of TRAINS magazine for 30 years. His railroading interests include diesels, passenger trains, and maps. Dave's personal recollections appear frequently in these pages. He thanks his Iowa traveling companion Charlie Mote, retired from an Air Force career and now living in Atlanta, for helping fill in the memory blanks.

Ed King ["The Victimized Hudson" and "How Fast Could They Go?" pages 65-73] retired in 1997 from a railroad career that began in 1956. Along the way,



he worked for Norfolk & Western, Seaboard Coast Line, U.S. Railway Association, Rock Island, North Western, and CP Rail's Soo Line (he's seen here in March '97 working the Soo tower at Rondout, Ill., past which the Milwaukee A's and F7's once sped with the *Hia-wathas*). Ed is an accomplished author

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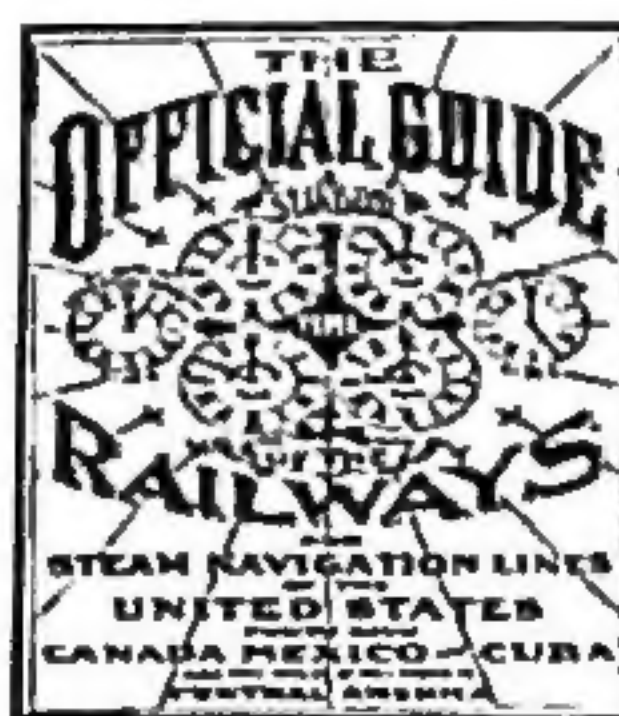
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Contributors

with a special interest in steam locomotives. He's had three previous bylines in CLASSIC TRAINS.

Ted Rose [artwork for "The Victimized Hudson," pages 65-66] was born in Milwaukee in 1940. A trip to the Chicago Railroad Fair in 1949 sparked what



became a lifelong passion for railroading. While earning a bachelor's degree in painting and print making (1962), he worked summers for Kalmbach Publishing Co. A hitch in the army followed, then a 1965 stint as a switch-

man on the C&NW. He moved to Chama, N.Mex., and then to Santa Fe, where he's been ever since. In 1967 Ted opened a graphics design business there, which kept him away from watercolors until 1983. A signature member of the American Watercolor Society, Ted has been widely published; his work accompanied another Ed King story, "Got Another One," in our Summer 2000 issue. *In the Traces: Railroad Paintings of Ted Rose* was published by Indiana University Press in 2000.

Jim Scribbins ["The Victimized Hudson" and "How Fast Could They Go?"] is the dean of Milwaukee Road historians. He has authored numerous articles on the road, including "Diesels Arrive on the Milwaukee Road" [Spring 2000 CLASSIC TRAINS] and four books, including *The Hiawatha Story* (Kalmbach, 1970) and *The Milwaukee Road: 1928-1985* (Heimbürger House, 2001). Jim also worked for the Milwaukee, from 1948 until his retirement in 1985.

J. W. Swanberg ["The Many Faces of the New Haven," pages 16-19] is an accomplished author, photographer, and New Haven historian. His *New Haven Power: 1838-1968* was published by Alvin F. Stauffer in 1989. An avid train-rider, Jack Swanberg has logged many routes in the U.S. and abroad. This is his first CLASSIC TRAINS byline. **1**

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Thumbs up for World War II issue

As an erstwhile English major, I'm not often at a loss for superlatives. However, I truly can't think of one equal to the magnificence of the Winter 2001 issue's treatment of American railroading during World War II.

The story of the railroads' finest hour of the 20th century, undertaken while transporting the century's "Greatest Generation," is interesting, entertaining, and coming at this particular time, inspirational and instructive in evoking America's earlier response to another profound challenge to our way of life.

I realize that, publication schedules being as they are, the theme and content of this issue of the magazine were determined long before the events of September 11. Funny, isn't it, how things sometimes work out?

Thank you and congratulations on an outstanding achievement.

Ron Jensen
Lincoln, Nebr.

Your Winter 2001 issue is the best yet—a true winner. I particularly enjoyed Bob Withers' "The B&O Goes to War" [pages 22-33]. I was reared during the 1930's in Kensington, Md., on the B&O main line west of Washington. I often went to the depot to watch the *National*, *Capitol*, *Diplomat*, and *Ambassador* roll west in the afternoon.

During the war I frequently rode a

Readers recall World War II

Our Winter World War II-themed issue prompted many of you to write us with memories from the war years. A selection of these recollections appears in a special edition of "The Way It Was," beginning on page 88.

Pullman on the *Cleveland Special* overnight between Pittsburgh and Silver Springs, Md. The B&O crews were always helpful and pleasant.

Many thanks for bringing back old memories, Bob.

Harry Bean
El Paso, Texas

Art Lloyd's Western Pacific

In his interesting recollections of the Western Pacific [pages 14-18, Winter], Arthur L. Lloyd briefly mentioned the use of Budd's RDC1 demonstrator on WP subsidiary Turlock Southern.

In 1950 or early '51, one of WP's two production-model RDC2's operated over the TS on a Railway & Locomotive Historical Society excursion. At that time I was employed on the newsroom staff of the *Modesto Bee* and saw notice of the special trip.

I contacted Mr. Lloyd and arranged to board the car at Modesto, where a

Passengers reboard WP "Zephyrette" RDC2 375 at Turlock, Calif., during an R&LHS fan trip.



JEROME F. SHELDON

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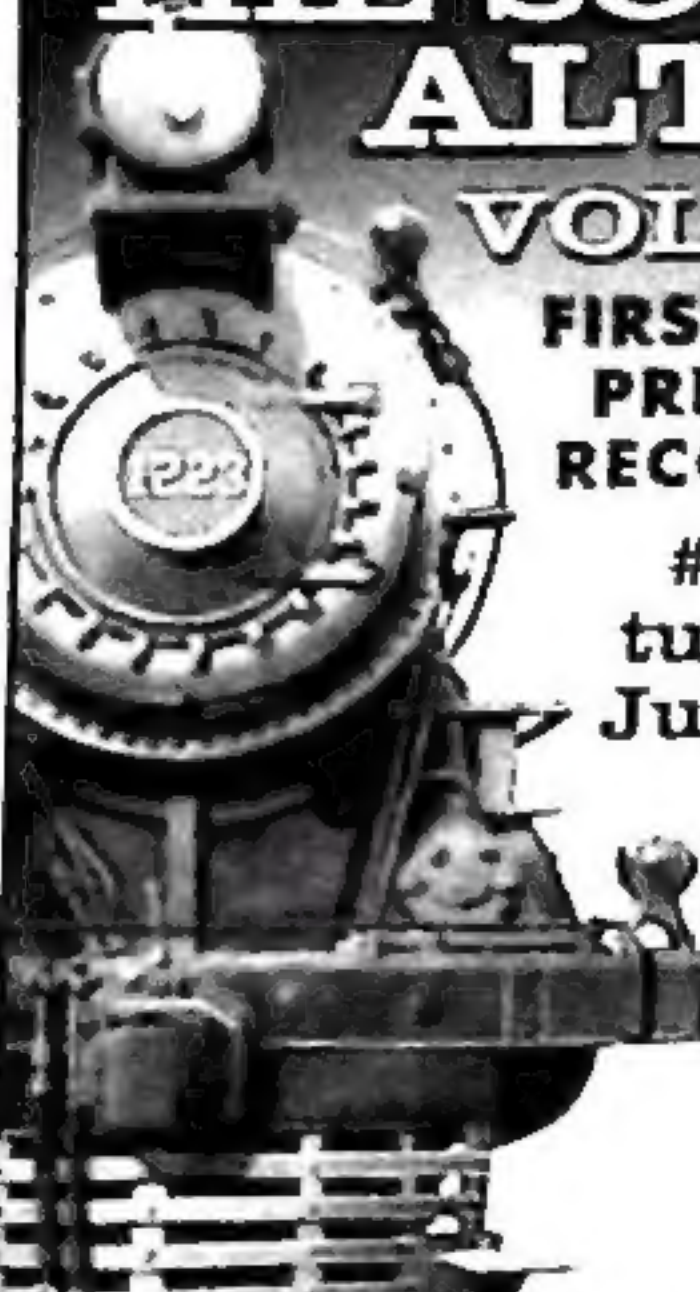
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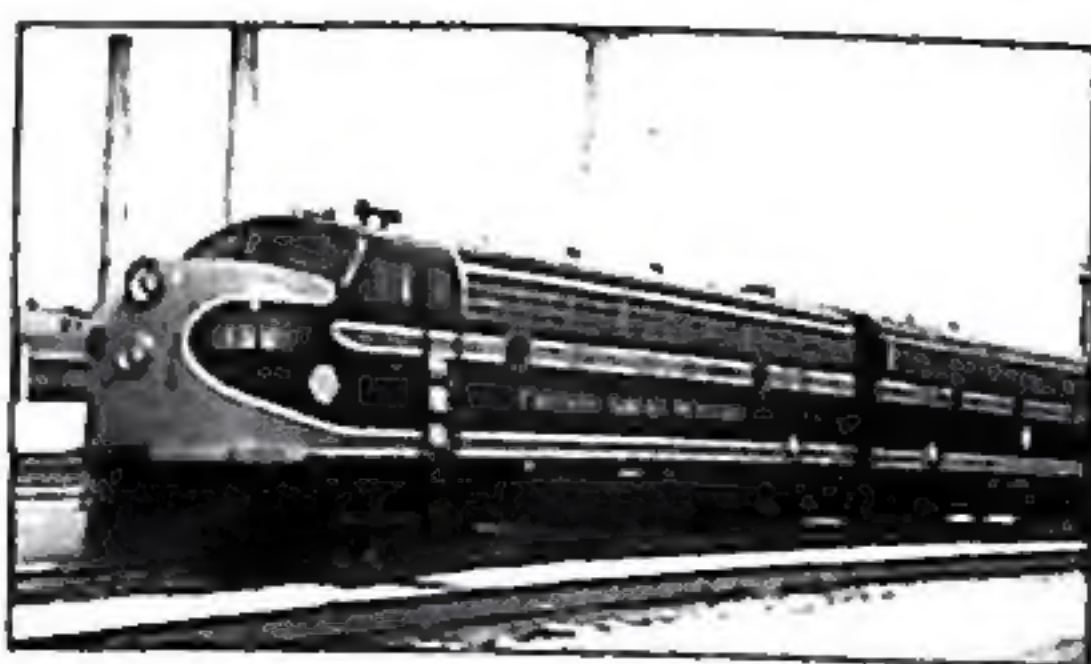
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picture stop was scheduled. I rode south to Turlock, then back to my boarding point near the Tuolumne River bridge.

I don't remember much of the trip except that at Turlock, Mr. Lloyd "guided" the RDC across a street where pebbles had lodged between the paving and the rails. Hence, no mishap occurred.

*Jerome F. Sheldon
 Seattle, Wash.*

Locomotive recreations

I nominate the Pennsy T1 duplex for resurrection [page 111, Winter]. There was nothing else like it, and I would love to see one in person.

Keep up the good work in this magazine. I am only 36, so the only way for me to experience these things are through your articles and pictures. My favorite subjects are steam locomotives and passenger trains and operations. The more old color photos that you can give us, the better—especially of steam.

*Randall Shanks
 Yermo, Calif.*

How about recreating Timken 1111, the "Four Aces" 4-8-4? Everyone, regardless of "home road" affiliation, ought to be able to get on board for this handsome, just-the-right-size trail-blazer as it appeared in its original form as a demonstrator of roller bearings, before Northern Pacific bought it. No doubt, oil would replace coal as fuel, but little else would need changing to put the "Aces" back on the road. Considering the favorable publicity that would surround such a venture, perhaps Timken and other suppliers could be persuaded to contribute components.

*Jim Tighe
 Wapakoneta, Ohio*

I read with interest your comments on the construction of a brand-new 4-6-2 in Great Britain. There is a very basic difference between British steam designs of the sort being replicated now and virtually all late U.S. engines. British engines were built using plate frames. The main frame of the locomotive was made by taking two big pieces of rolled steel plate and cutting away what was not needed. While this is hardly a project for your garage, steel plate is still



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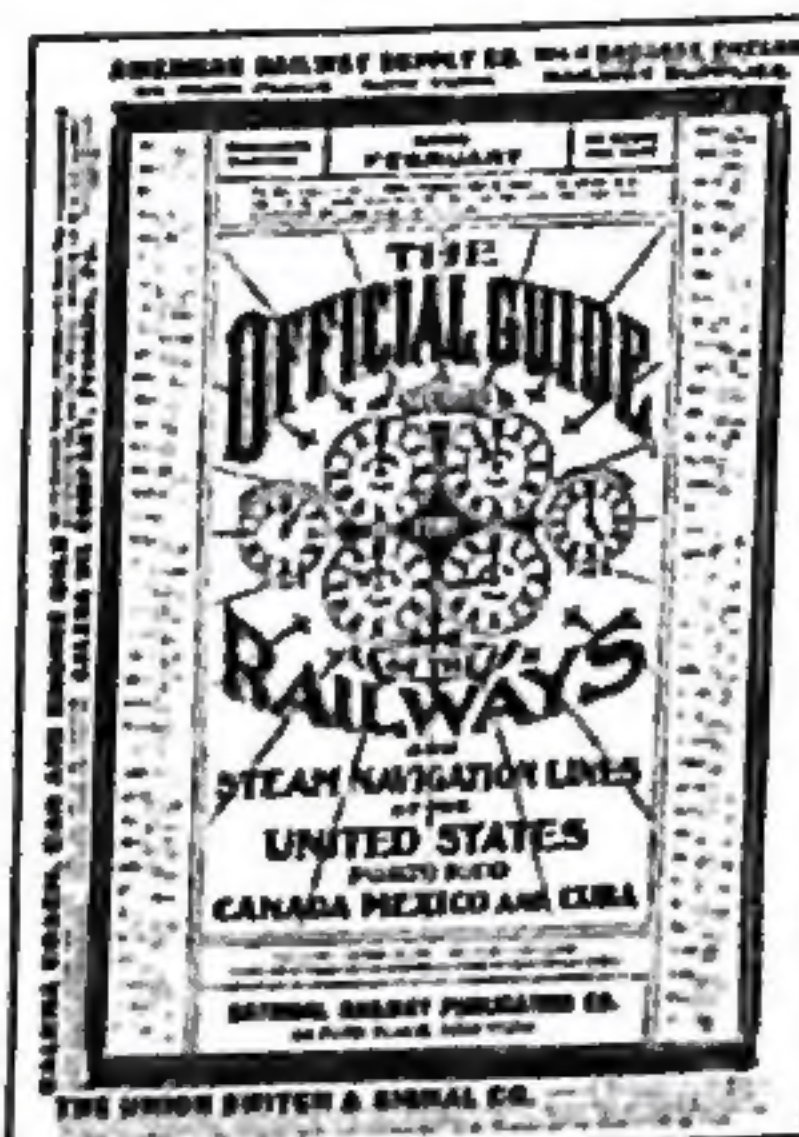
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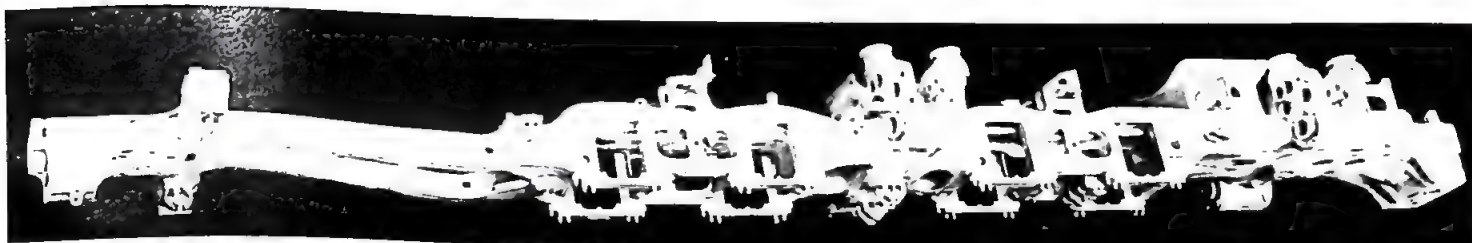
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available in the sizes needed and the cutting methods are readily available.

Conversely, virtually all big U.S. steam built after about 1930 used one-piece cast underframes. This huge steel casting often incorporated the cylinders, pilot beam, and dozens of brackets and supports. It could be up to 90 feet long and weigh many tons. I seriously doubt if there is a foundry left in the U.S., and perhaps in the world, that could—and would—undertake to make the huge pattern necessary and then to cast such an enormous and costly piece.

I see this one item as being the principal stumbling block in the path of any U.S. loco reproduction. And producing such a frame by any alternate methods, such as welding up rolled shapes to approximate such a casting, would be a huge design task.

Please, someone tell me I'm wrong in this assessment of existing foundries, and if I am, then we'll take a vote on which loco to recreate. Cast mine for an NYC Niagara.

David H. Hamley
Belle Vernon, Pa.

PRR T1 4444 frame: Have we lost the ability to produce such large, complex castings?

¶We also received votes for a Southern Pacific MT-5 4-8-2, and a Baldwin passenger Sharknose diesel.—R.S.M.

Fate of the U-boats

"Hitler's Rail Wreckers," by Peter A. Hansen [pages 38-46, Winter] was well researched and thoroughly engrossing. The wartime adventures of the two German submarines involved in the plot did not end there.



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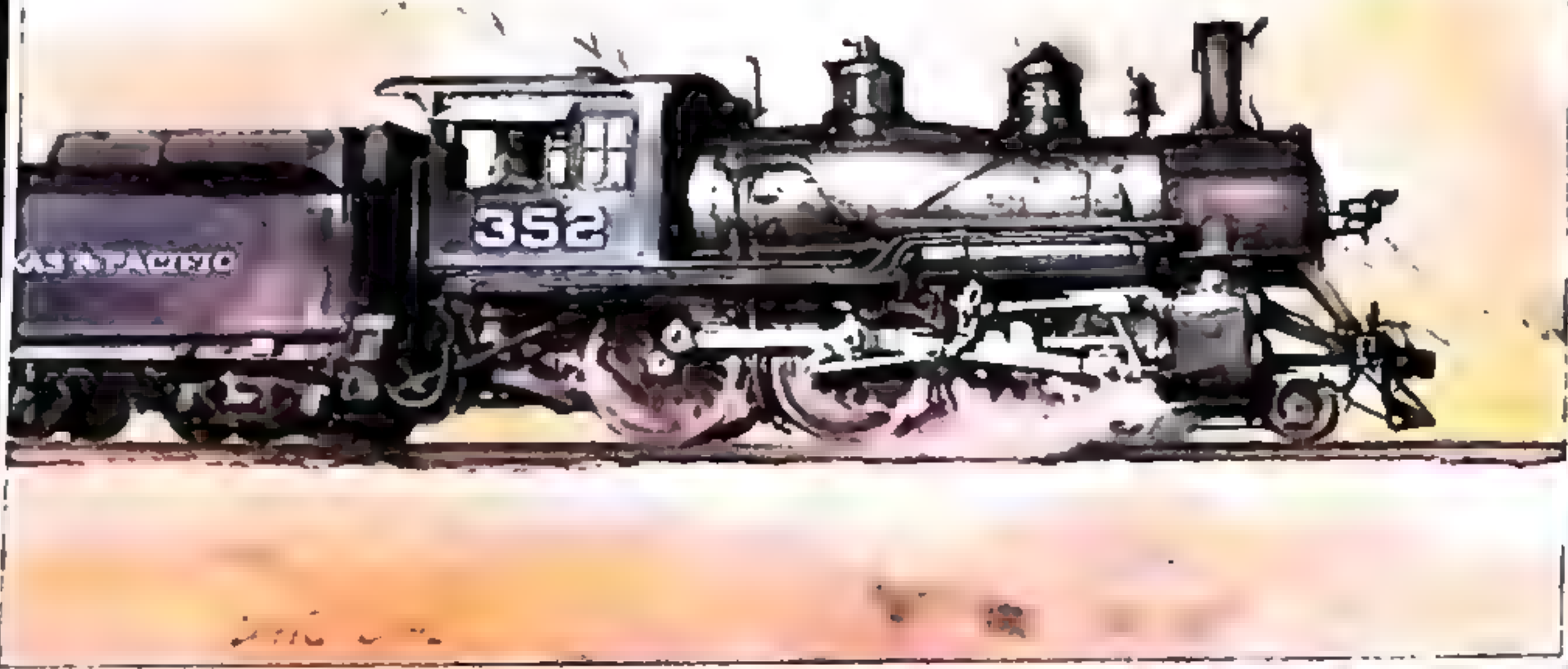
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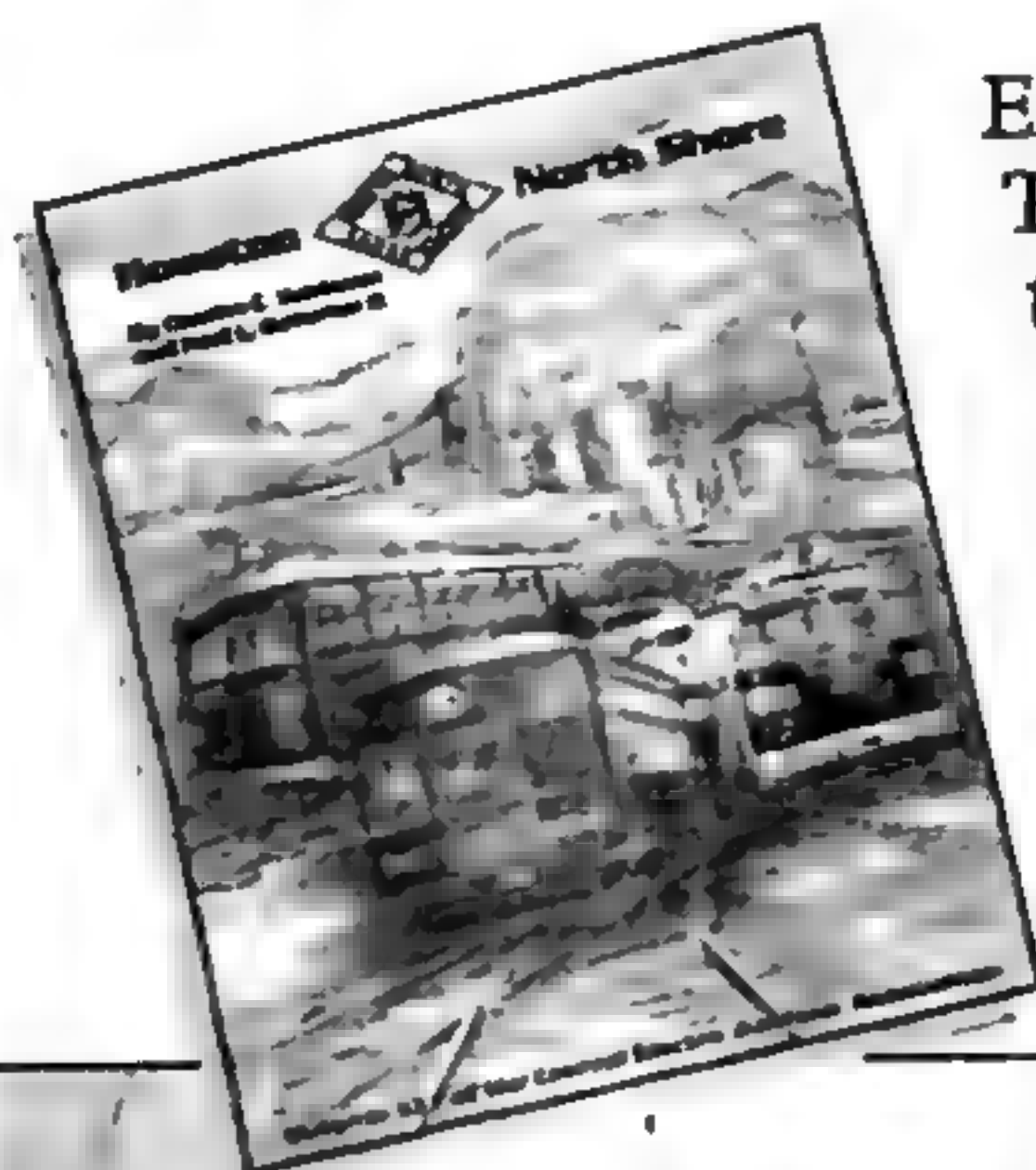
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For U-202, this was her sixth operational assignment. On what proved to be her 10th and final voyage, she left Brest, France, on April 29, 1943, under the command of Capt. Günter Poser. On June 6 she was spotted 500 miles south-southeast of Cape Farwell by the British warships HMS *Starling*, *Wild Goose*, and *Kite* and sunk by depth charges. There were 18 survivors.

For U-584, this was her seventh assignment of 11. With Capt. Joachim Deecke in command, she left Brest on September 2, 1943, for the North Atlantic. She was spotted while refueling from U-91 by U.S. Navy Avenger aircraft from the escort carrier USS *Card*. She was attacked and sunk by aerial mines, with no survivors.

John H. Wilterding Jr.
Algoma, Wis.

Upholding a tradition

Thank you for "Close Call at Clevilas Tunnel" [pages 92-95]! That one story was worth the whole year's subscription. This is the kind of story I remember, and enjoyed, in the old *Railroad* magazine. Please keep them coming. CLASSIC TRAINS is far and away the best train magazine in today's world. Thank you and keep up the good work.

R. E. Ertz
Omaha, Nebr.

Remembering the C&E

I cannot convey how much I enjoyed the Winter issue. As a boy, in the night I would listen to the trains not far from my home in Evansville, Ind., and wonder where they were going. Then when I was about 10 our family traveled to Chicago on the Chicago & Eastern Illinois *Whippoorwill*. This orange-and-blue streamliner hooked me on trains. "A Soldier's Wartime Fan Trip" [pages 60-73, Winter] brought back memories, since author Fred Houser wrote about Evansville and Chicago. I still remember going upstairs to an observation room at Dearborn Station. There before me were trains from all over: *Chief*, *Super Chief*, *Bluebird*, and so many more I cannot remember all the names. From Dearborn we took the Parmelee bus to catch the South Shore for South Bend where my uncle and aunt lived.

With passenger service discontinued at Evansville my train travel was put on hold until I retired four years ago. Since then I've taken several Amtrak trips.

*Ben Bloodworth
Evansville, Ind.*

Thanks from an MRS vet

Thank you for the fine story on the Military Railway Service in the Mediterranean area ["GI with a Paintbrush," pages 48-51]. I served with the 753rd Railway Shop Battalion in Algeria, Tunisia, and Italy. Not many of us left, but several of our outfits still meet annually.

*Ralph W. Bailey
Toledo, Ohio*

Here come the Marines

In the Winter issue, the caption for the lower photo on page 4 is incorrect. Even a cursory glance at it by a trained eye indicates clearly that the men in the picture are not "soldiers"; they are United States Marines! The uniforms, the cap emblems, their neat appearance, and their jaunty and confident air clinch the identification. CLASSIC TRAINS is great. *Semper fidelis.*

*Joseph Neff Ewing Jr.
West Chester, Pa.*

Other Winter issue corrections

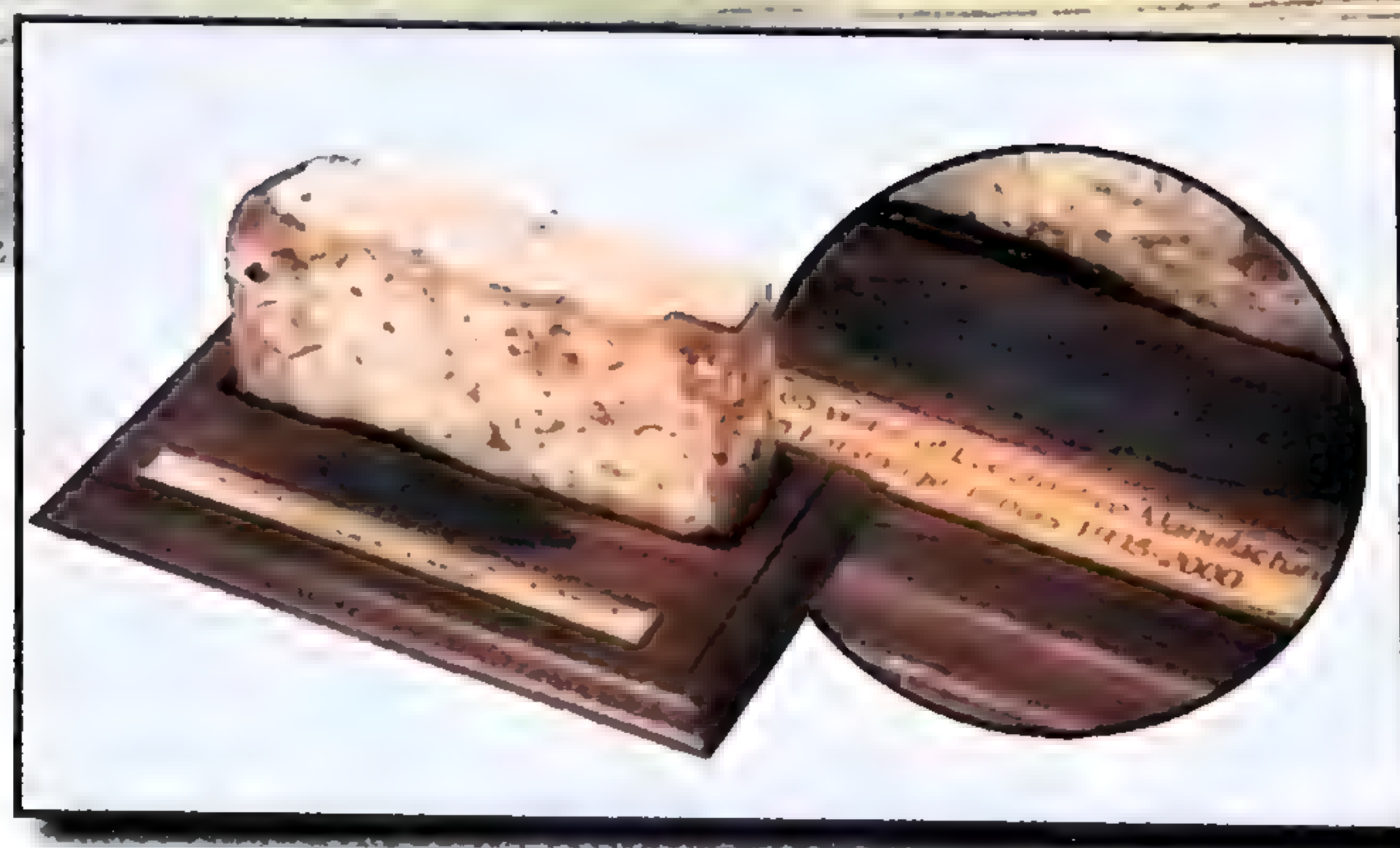
Santa Fe locomotive 3429 [pages 52-53] is a Pacific, not a Hudson. . . . The photo of the Erie (Pa.) Union Station [page 73] should have carried the credit "E. A. Rust photo, William F. Herrmann collection." . . . The SP Siskiyou Line passenger train referred to on page 63 was named the *Rogue River*, not *Rouge River*. . . . NYC's *Empire State Express* [page 97] was a New York-Cleveland train, not New York-Chicago. . . . Key System streetcars [pages 58-59] were not painted orange and green until 1946. . . . The "Market Street" mentioned in Harold B. Norris's letter [page 12] should be "Main Street." (This was our error, not Mr. Norris's.—R.S.M.) ■

CLASSIC TRAINS welcomes reader letters. Write to: Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com; fax: (262) 798-6468. Letters may be edited for clarity and to fit the available space.

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Fallen Flags Remembered

The many faces of the New Haven

Main line and branch; fast long-distance passenger and commuter local; steam, diesel, and electric—NH had the ultimate in variety

*It was six men of Indostan
To learning much inclined,
Who went to see the Elephant
(Though all of them were blind),
That each by observation
Might satisfy his mind.*

JUST AS THE ELEPHANT in John Godfrey Saxe's parable was a different beast to each blind man, depending on which part he touched, the New York, New Haven & Hartford was a railroad of many different faces, depending on which part you saw.

The double-track Shore Line between New Haven and Boston was home to famous trains such as the *Merchants Limited* and *Yankee Clipper*, hauled by streamlined I-5 Hudsons or members of the largest fleet of Alco DL109 cab units, or the later Alco PAs and Fairbanks-Morse C-Liners. The four-track, electrified "West End" between New Haven and New York City was filled with intercity name trains and much suburban-zone M.U.-car activity. The New Haven shared Grand Central Terminal with the New York Central, but the intercity trains to and from

south of New York utilized Penn Station by way of the giant Hell Gate Bridge.

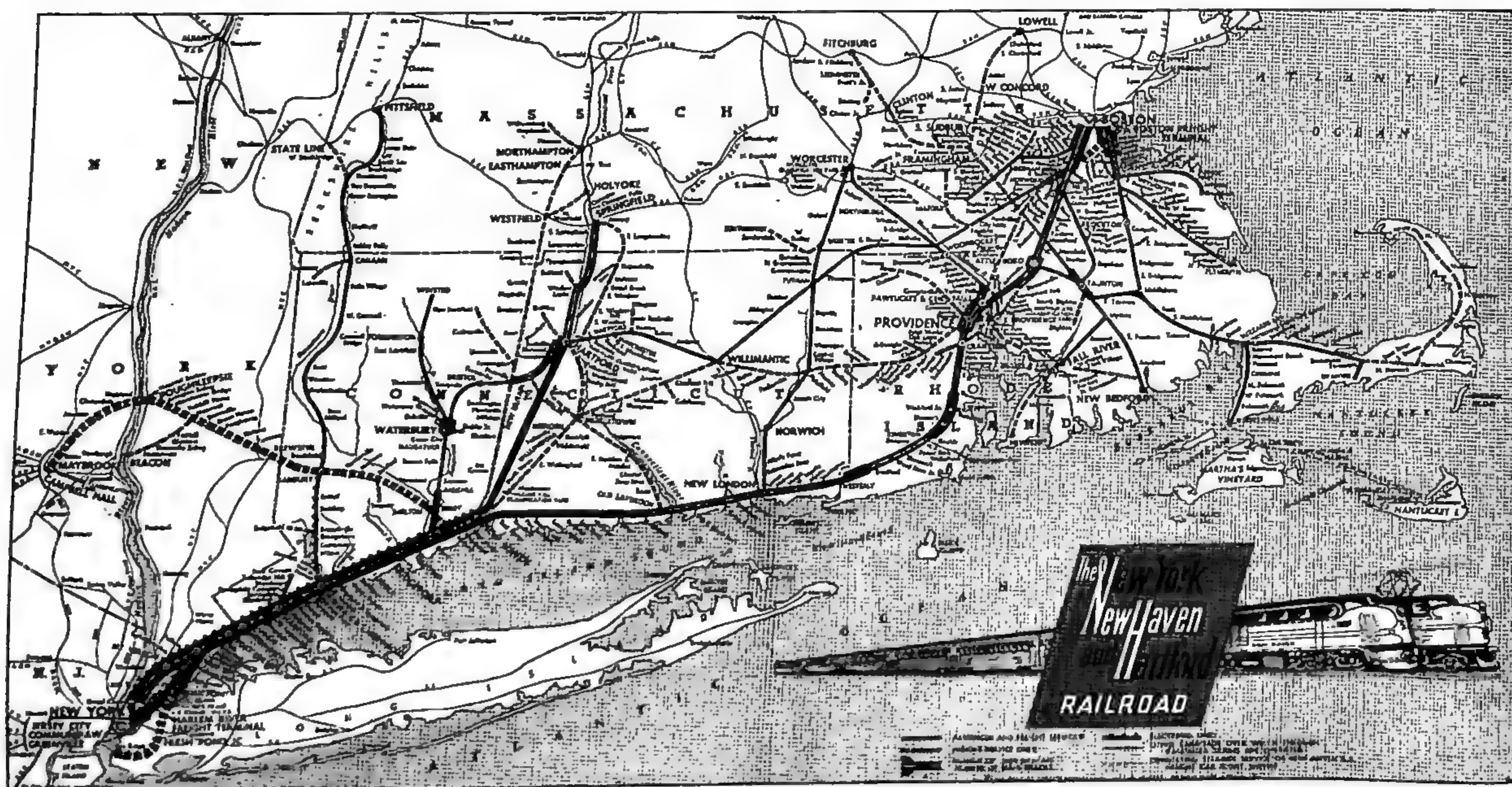
New Haven's freight artery across Connecticut and New York State to the Maybrook (N.Y.) gateway was heavy-duty "mountain" railroading, with beetle-browed L-1 2-10-2's pulling and pushing long drags across a sawtooth profile. They would be succeeded by matched sets of Alco FAs, and finally by almost any mix of freight power imaginable (including borrowed off-line units).

The great glass and steel trainshed at Boston's South Station saw the largest concentration of passenger traffic in the U.S. in the early 1900's, including the famous Fall River Boat Train which met palatial New Haven-owned steamships to and from New York for 90 years. New Haven's interurban-like early D.C. electric operations featured open cars and closed cars carrying the multitudes to Nantasket Beach, Mass., Providence, R.I., or New Britain, Conn. Further, New Haven men were at the helm of numerous steam and diesel tugs in New York Harbor, delivering carfloats to connections west of the Hudson River. Scenic country branch lines were another face of the New Haven, including

trains through the Berkshire Hills to Pittsfield, Mass., which boasted parlor cars into the 1960's.

The New York, New Haven & Hartford Railroad was formed in 1872 by the merger of the Hartford & New Haven and the New York & New Haven; the fledgling NYNH&H owned just 85 locomotives and was surrounded by voracious competitors, both rail and water. Under the 1887-1899 reign of its most able president, Charles Peter Clark, the New Haven mushroomed in size and profitability by taking over railroads large and small. One was the fabled Old Colony, which secured the final Providence-Boston link of NH's Shore Line route from New York. Meanwhile its most dangerous threat, the partly parallel New York & New England, was vanquished and absorbed by 1898, giving the New Haven an almost-total rail monopoly in southern New England.

Thus at the dawn of the 20th century, the New Haven was a financial powerhouse, its stock the bluest of blue chips. From 1903 to 1913, however, the road was driven to near bankruptcy by several moves under President Charles S. Mellen and financier J. P. Morgan. One



By J. W. Swanberg



J. W. SWANBERG

The original "McGinnis scheme," resuscitated today on Connecticut DOT units, is fresh on FL9's 2044 and 2002 as they leave New Haven for New York on May 22, 1962. In the engine servicing area are more FL9's and an Alco FA. A melodious Hancock air whistle is between 2044's windshields.

was the ill-advised purchase of almost every local trolley line in its territory. The New Haven also gained control of the Boston & Maine and Maine Central, backed construction of the hugely expensive New York, Westchester & Boston (a fiasco), and engaged in financial shenanigans which were investigated but never totally unraveled.

One real gain in this period, though, was control of the Central New England Railway, which included the huge Hudson River bridge at Poughkeepsie, N.Y., and the link to Maybrook and nearby Campbell Hall. This was New Haven's gateway to the west, also served by trunk lines Erie and New York, Ontario & Western, and bridge lines Lehigh & Hudson River and Lehigh & New England.

World War I government control and the Roaring '20's boom times saved the New Haven, but not enough to survive the Great Depression—bankruptcy ensued in 1935. World War II traffic allowed recovery and rebuilding, but soon all was lost once more by mismanagement, and bankruptcy followed again in 1961. The postwar New Haven was probably doomed in any case, because it faced not only ruinous highway and airline competition but also the almost total erosion of New England's heavy industrial base. Just a shell of the once-

mighty railroad was forced into a reluctant Penn Central on January 1, 1969.

Throughout its checkered history, the New Haven ran an incredible variety of equipment, both rail and non-rail. Its early steam power was mostly 4-4-0's for its heavy (and profitable) passenger traffic, but acquisition of so many other railroads resulted in a roster potpourri, from low-wheeled, Belpaire-boilered Hinkley 2-8-0's built for NY&NE drag freights to exotic double-ended Old Colony Mason "Bogie" 2-4-6T's that would have looked at home on the Denver, South Park & Pacific.

Until the Morgan-Mellen regime's slashing of maintenance expenditures resulted in shoddy power (and many wrecks), New Haven locomotives were customarily spit-shined, with gold leaf and polished brasswork, making them favorites of the few railfans of the time. Meanwhile, early Pacifics and high-driven Atlantics of 1907 were supplemented by heavier power, culminating in 50 I-4 class 4-6-2's of 1916. Ahead of their time in design, they pulled the road's best trains for over two decades until the Hudsons arrived. Freight steam power ranged from the conventional (USRA 0-8-0's and 4-8-2's) to the unusual (three-cylinder 4-8-2's with unsuccessful water-tube fireboxes).

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Fallen Flags Remembered



THOMAS J. MCNAMARA

The New Haven's 1907 electrification from its New York Central connection at Woodlawn, N.Y., to Stamford, Conn., was a bold, even risky pioneering commitment to 11,000-volt A.C. catenary, which required the use of dual-voltage locomotives in order to operate on NYC's conventional 650-volt D.C. third rail from Woodlawn into Grand Central. Thus NH passenger electrics had to change at speed between the two systems, raising or lowering pantographs and third-rail shoes as required, a daunting technical challenge for the time.

Eventually 673 NH track-miles were under wire, including all electric-zone freight and switching. A succession of electric locomotive types culminated in the EP-5 rectifier passenger motors of

On the old Danbury & Norwalk, EP-2 motor 0325 leaves Wilton, Conn., on a 1954 summer Sunday with 139, the *Mahkeenac*, from Pittsfield, Mass.

1955. The 11,000-volt A.C. system was eventually adopted by other railroads, most notably the Pennsylvania for its Depression-era electrification between New York and Washington and west to Harrisburg, Pa. Even the legendary PRR GG1 was derived from the New Haven EP-3 box-cab 2-C+C-2's of 1931.

A diesel pioneer from its first Alco switcher of 1931 to its 1952 elimination of steam, the New Haven stayed with Alco right up through 10 Century 425's of 1964. NH also had diesels from Lima-Hamilton, Fairbanks-Morse, GE-Ingersoll-Rand, and General Electric, the latter ranging from early 44-tonners to latter-day U-25B's. New Haven had no EMD's, though, until SW-1200's and GP9's of 1956.

Perhaps NH's most famous latter-day locomotives were its 60 dual-power (diesel- and third-rail-electric) FL9's, the last of which was EMD's final F unit, in 1960. Gas-electrics, Budd RDC's, and unsuccessful low-slung lightweight trains added variety. Innumerable paint schemes, including many versions of the flashy red-white-and-black of 1955 from controversial Presi-



CHARLES GUNN COLLECTION; COURTESY J. W. SWANBERG

Polished green-and-yellow FM C-Line 796 (a B-A1A-trucked CPA-24-5) and Alco PA 0784 exemplify NH maintenance in the early '50's.



ROBERT A. WITBECK; J. W. SWANBERG COLLECTION

dent Patrick B. McGinnis, assured that NH's locomotive fleet would never be all in the same livery.

My introduction to the New Haven was as a toddler before World War II; my father commuted to Manhattan from Darien, Conn. I was so enthralled by the big green electrics that I ran away from our Rowayton home at age 3 to check out the nearby four-track main line! Needless to say I got my hide well tanned for this, but it was too late—a New Haven fan had been born.

In 1948 our family moved to Newtown, Conn., near the Maybrook line, and I fell for the Alco FA's with their 100-car freights. Thus it was a dream come true when I was hired as a New Haven locomotive fireman in 1961. My parents loudly bemoaned sending me through college only to have me sink this low, but I loved working on those FA's and the numerous other diesel models. After a four-year stint in the Navy, I reluctantly left the New Haven in 1966 for a New York Central management trainee position. I was in supervision from then on, for NYC and successors, until retiring from MTA Metro-North Railroad in January 2000. Even my parents later agreed that my New Haven firing years gave me a

Seldom-photographed NH three-cylinder R-3-a 4-8-2 3562 storms through Warehouse Point, Conn., with symbol freight SN-5 in March 1947.

ground-level introduction to the industry which served me well.

Thinking back to my first railroad job in 1961, it was a lot easier to be the fireman on a bone-jarring Alco S1 switcher at midnight in Derby, Conn., if you loved the New Haven Railroad. I did, and I still do. ■

New Haven fact file

(comparative figures are for 1929 and 1967)

Route-miles: 2133; 1547

Locomotives: 957; 332

Passenger cars: 2110; 855

Freight cars: 25,082; 4200

Headquarters city: New Haven, Conn.

Special interest group: New Haven Railroad Historical & Technical Association, c/o Chris Adams, 362 High St., Milford, CT 06460; www.nhrta.org

Notable postwar passenger trains: Colonial; Federal; Gilt Edge; Merchants Limited; Montrealer/Washingtonian; Patriot; Senator; Yankee Clipper

Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999).

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One fine day in Franklin Canyon

THE LAST OBSTACLE on the Santa Fe's long march to San Francisco Bay was Franklin Canyon. After 200 miles of easy flatland running up the San Joaquin Valley, the railway confronted the Coast Range with 1 percent grades, a long steel viaduct, numerous curves, and three tunnels. Tunnel 3, at 5600 feet the longest on the AT&SF system, got the rails through Franklin Ridge; then it was all downhill to sea level at Richmond and Oakland.

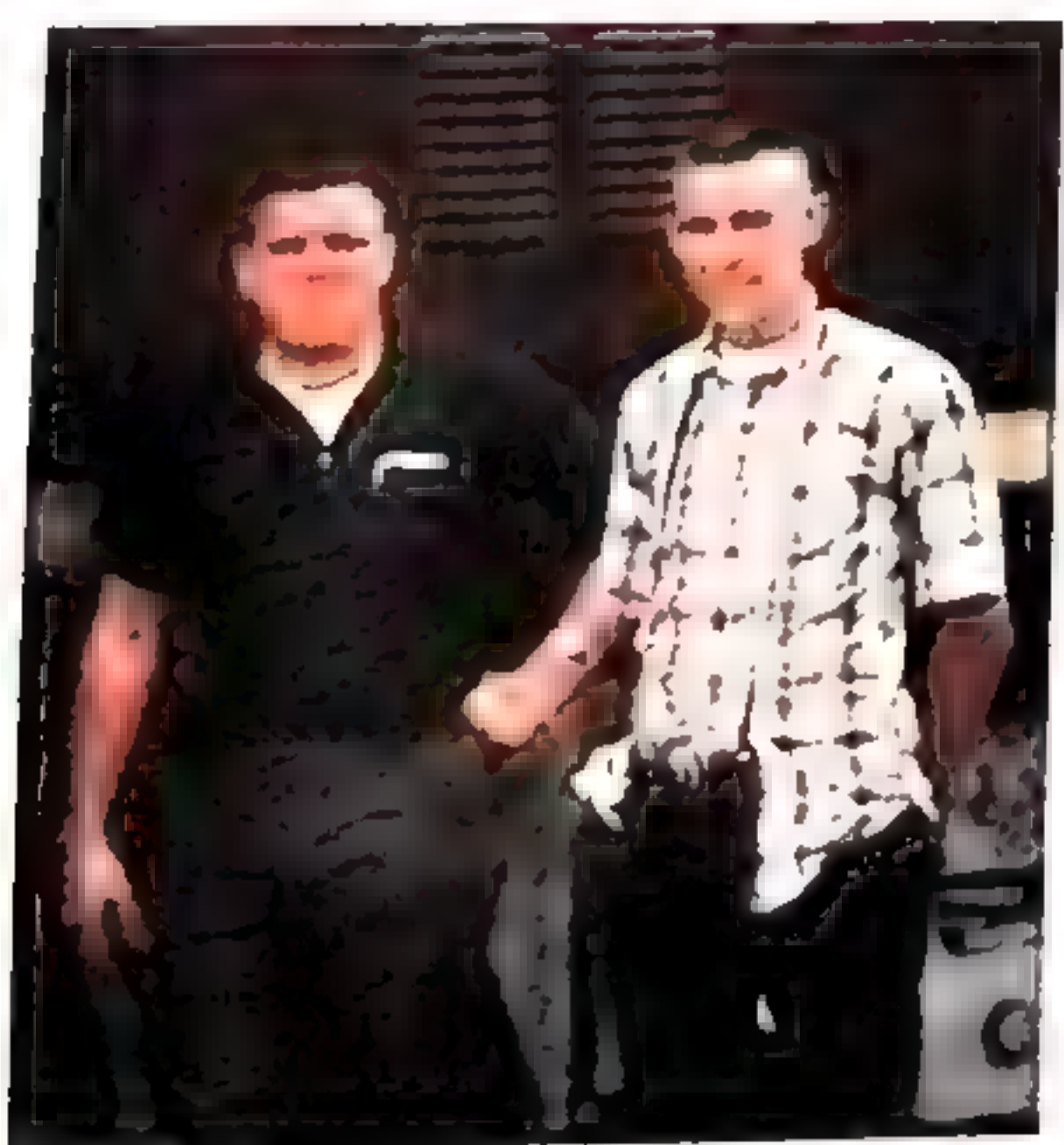
On a glorious late 1940's day in the canyon, Pacific 1346 leads a doubleheader on a westbound train of refrigerator cars past the Glen Frazer depot. Pounding out of the canyon proper, the train will dive into Tunnel 3 in a moment. Today, wide-nose diesels roll intermodal trains past this spot, but we'll take these two old Baldwin hogs and their reefer block.—R.S.M.





LINN H. WESTCOTT

Iowa get



THIS WAS NO CLASSIC college Spring Break trip. I mean, Iowa? Heck, it wasn't even spring. We've all probably set out on railfan trips with a No. 1 target, which, after we score it, then pales in comparison with later serendipitous encounters. Such was the case on a long-weekend trek to the Hawkeye State that my college buddy, Charlie Mote, and I made from Jacksonville, Ill., in late January 1965.

It was semester break for us at little

MacMurray College. In those days at many schools, you'd come back from Christmas vacation, having done absolutely no studying, of course, to face just two or three weeks of class, then final exams and the semester break.

So, our *objective* was to get away. Our *target* was a Chicago Great Western Alco RS2. Before our 825-mile, four-day odyssey was over, though, not only would we nab our RS2 in action, we would learn a lot about both the CGW and the Rock Island. We'd whet our appetites on the

away

Once our target was successfully intercepted, things just kept getting better

By J. David Ingles • Photos by the author



Rock's eclectic roster, setting the stage for more visits to its shop and ultimately a *TRAINS* article. And, our two days of perseverance under gloomy skies would be rewarded by a crisp, clear Tuesday morning in Iowa's capital, starting with this freight [above] getting ready to leave CGW's yard behind half its GP30 fleet.

This was before radio scanners, the Internet, and the plethora of railroad information sources that have developed over recent decades. The diesel newsletter *Extra 2200 South*, begun by author

and friend Jerry Pinkepank and supported by a network of young diesel fans like Charlie and me, was only in its fifth year, and circulated to probably only a couple of hundred people, at most.

So don't ask me now how we learned where on the Great Western those RS2's hung out, except we knew by experience it wasn't at any of the road's four extremities. Chicago was home to CGW's only two EMD road-switchers, GP7's 120 and 121, and while I'd shot CGW units in the Twin Cities, Omaha, and Kansas City, I'd

Half of Great Western's GP30's were ready to head north from Des Moines. That next summer, Charlie Mote and I (that's me at far left, snarling) were back at RI's Silvis shop with friends.

never seen any of its RS2's. Alcos were a minority on CGW; road power was all EMD F's, although the switcher fleet had variety with 8 Alcos (3 S2's, used in Chicago, and 5 S1's), 16 EMD NW2's, 10 Baldwins, and some older rarities.

Charlie and I *did* know there were eight of the RS2's and that they didn't

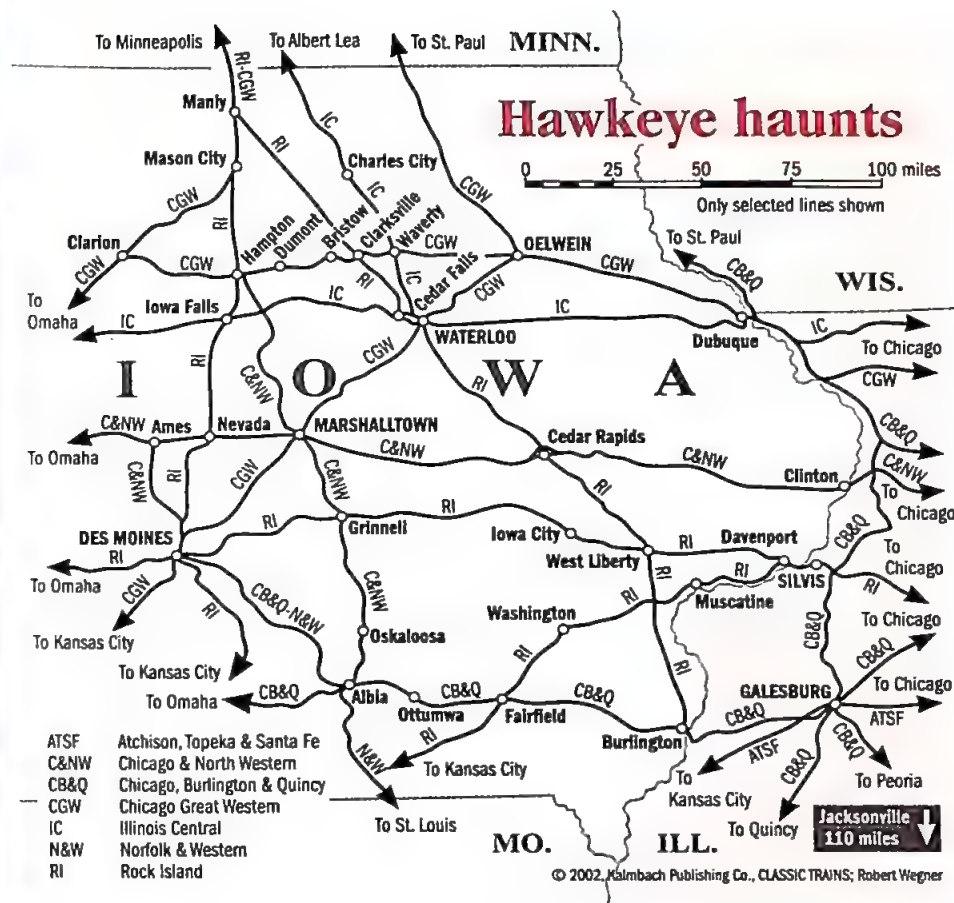




Silvis yielded a plethora of oddities; that's No. 799, one of two 112-ton, 1000 h.p. Davenport center-cabs, at center. We tracked down and chased our CGW RS2 on the Clarion-Oelwein line.

have m.u. capability, so we suspected what turned out to be true. They were assigned to runs requiring only one unit, branchline or mainline wayfreights in northern Iowa and southern Minnesota.

So off we set on a Saturday in my black 1961 Ford Galaxie. Before reaching Iowa, though, we had a social call to make and some shooting at two rail centers. First was Galesburg, eastern hub of the Burlington and home of Knox College, where Charlie's high-school chum Dave Brandes was in school. After a night of partying with "Brandy's" bunch at Knox, we crashed at his apartment.



The next morning before leaving town, we shot the *California Zephyr* and a few "Q" diesels including SD24's and F3's at the roundhouse next to the Knox campus. We then headed north 45 miles on U.S. 150 to Silvis, Ill., home of Rock Island's big diesel shop and a hump yard.

The weather was damp and gray, and most of the slides from this day are a bit soft, but Silvis and its potpourri of units was a revelation. We saw Geeps and EMD switchers, two F2's, new GE U25B's, and some oddballs including both of Rock's Lima switchers and both its huge 112-ton Davenport center-cabs.

We were permitted to set up a tripod and take shots within the shop's great halls, the air thick with diesel smoke. In a remote back bay, space was dedicated to work on RI's Chicago commuter units. Alco RS3 497 was torn down for engine overhaul, and two cab units were getting small auxiliary diesels installed, as RI was beginning to convert its suburban trains to head-end power. One was 750, one of the two EMD AB6 "B units with a cab" built for the Colorado Springs section of the *Rocky Mountain Rocket*; the other was passenger F7A 675.

There was more. Unbeknownst to us, Rock Island had re-engined five of its 700-series switchers, 1938-built Winton-engine EMC NW1's, with Alco 12-244B

prime movers taken from RS2's that had been re-engined by EMD. We saw two of the boxy-looking conversions at work, and two that hadn't been done. Long in storage, they still wore black paint with "Route of the Rockets" slogans.

Since it was a Sunday, at least four of RI's five BL2's were in town, and in the gathering dusk we tried to shoot a pair leaving for Chicago on a freight, returning to their normal suburban-train duty.

The diesel mix at Silvis was so impressive that we would return there several times in the upcoming months, also luring Pinkepank and our black-and-white-film-burning buddy Lou Marre. My new interest in the Rock's unique roster would culminate in "Christine and the Mongeese," a feature story in the December 1965 *TRAINS* all-diesel issue. (Christine was a nickname for RI's EMD-re-engined Alco DL109; "mongeese" was a monicker bestowed on the BL2's.)

Heart of the Corn Belt Route

Neither Charlie nor I can remember where we tied up that Sunday night after our Silvis visit, but Monday morning—still under gray skies, but that's winter in the heartland—found us in Oelwein, hub of the CGW. The little railroad town was full of units; my notebook lists a dozen that we shot, includ-



North Western GP9 702 had a unique past; IC 8976 (third unit) was a seldom-seen GP7. Charlie suffered camera failure somewhere before Marshalltown, so he chatted with the C&NW shop foreman while I set up to shoot the slides.

ing F's, three GP30's, four of CGW's nine NW2 cow-calf duos, a Baldwin DS44-1000, and No. 7, one of Great Western's three Winton-engined EMC SC switchers that dated from 1936.

Originally, CGW road diesels had worn an attractive red and maroon with yellow accents (the first switchers, as on many roads, had been black with white stripes). As the "Deramus era" (named for President William N. Deramus III) progressed, however, CGW diesels had been "dipped" in a solid maroon also described as purple or plum. Regardless





where he did a little switching. The gray afternoon was wearing on, so, with our target "hit," we turned south for the nearest big city, Waterloo, 35 miles away, to see what else we could find.

A southbound CGW freight, behind the road's typical consist of F's in A-B-B-B-A configuration, was making a pickup and setout at CGW's yard east of the bridge over the IC freight main, while the crew on NW2 23 watched. We knew Waterloo was IC's Iowa Division headquarters, and at the roundhouse nearby we found a bunch of units. Among them were three GP7's, a bit unusual for us Illinoisans (IC had 48 of 'em, but they didn't frequent Chicago), two of four SW900's of the Waterloo Railroad (the former Waterloo, Cedar Falls & Northern interurban that IC owned), and Chicago & North Western GP9 702.

This C&NW Geep was notable on two counts. It was a former Minneapolis & St. Louis unit (obtained on an F-unit trade-in) and still had its M&StL number, although it was painted in C&NW yellow and green. It also had a unique "crown." The 702 had been in a scuffle that damaged its short hood. Instead chopping down its nose, C&NW had applied components from an Alco road-switcher to the top portion of the short

CGW NW2 27, in original colors, rumbles along in the Des Moines yard. Nearby we ran across a 70-tonner of the FDDM&S, a former interurban.

hood. The distinctive Alco rounded corners gave that away, and 702's adopted front number boards were of the small EMD style found on early F units. The Geep's presence was also a reminder that the pioneering run-through Waterloo-Twin Cities freight service of IC and M&StL, via Albert Lea, Minn., apparently was still going, some five years after C&NW absorbed "the Louie."

On the way out of town, having been tipped off by someone, we stopped in nearby Cedar Falls, end of a 7-mile CGW branch. Sure enough, parked by the dilapidated depot was another of CGW's Winton EMC's, No. 6. It didn't have a tough assignment, and it probably didn't have much service life left.

Still under gray skies, we drove on southwest 60 miles to Marshalltown, where C&NW's Chicago-Omaha main line crossed the mains of both the CGW and the former M&StL. The old "Louie" diesel shop here was still active (and would remain so into the 1990's). It was dark now. About the only thing outside was the 231, an ex-M&StL RS1 repainted in C&NW colors but retaining both its final M&StL road number and the

of what you called it, the color didn't photograph well on that dreary winter day. On this weekend trek, we would see only a few F's, NW2's, and Baldwin goats in the old colors. Meantime, CGW had switched to a brighter "Deramus red," as found on sister roads Katy and Kansas City Southern and applied to CGW's new GP30's as well as some older units.

There were no RS2's outside at Oelwein, but from someone we learned the nearest one was on a wayfreight heading at us from Clarion, on the 99-mile line that connected CGW's Omaha and Kansas City routes.

We headed west on Highway 3, intersecting the RS2, maroon No. 52, at Dumont, 60 miles out. We followed him east on snow-covered back roads for 17 miles, through Bristow to Clarksville,



J. DAVID INGLES; CHARLES S. MOTE COLLECTION

Clockwise from above: We'd never heard of the Iowa Transfer; this was its only unit. The "rerailing committee" attends ex-Ann Arbor FA2 822. Des Moines Union's last active Alco was S1 4. RI RS1 736 adds cars to train 10 at the depot.

distinctive steam-locomotive-style bell atop its long hood.

Inside, though, were at least 10 units and a friendly shop foreman, who gladly chatted with us and had no problem with our setting up a tripod for more interior photos [page 26]. Present were two more RS1's, a couple of EMD-engined Baldwin switchers, an SW1, a couple of F7's, a GP9, and an SD7 or SD9 being chop-nosed. Hard hats? Permission forms? Not at "M-town" in 1965, nor at Silvis either, for that matter. So here was a second encounter whose photo opportunities were at least the equal of our RS2 chase.

Imagine our surprise a couple of hours later when, having exhausted our shop photo opportunities, if not our welcome, we emerged to find a couple of inches of new snow on the ground. On we pushed through the falling snow for Des Moines, 45 miles southwest; we had another day at our disposal and didn't know the capital's rail scene. Our route was Highway 330, one of Iowa's few diagonals. We tied up at a motel as soon as we hit the city's outskirts.

A capital day

On Tuesday morning, we awoke to what typically follows a Midwestern snowstorm: a cold but clear day. Apropos of our being in the Hawkeye State's seat of government, we made it a capital day for photographs, too. In later years, Chicago & North Western would come to dominate Des Moines railroading, but in 1965 the state's largest city was still served by six Class 1 roads, and we saw all but the Burlington, as well as three short lines.

Having checked the Yellow Pages for yard addresses, we first sought out the CGW's south of downtown, where we found the Kansas City-Oelwein freight [pages 22-23] pumping its air back up. This made us seven for eight on CGW's '30's. On a far track, NW2 27, in fading red and maroon, was puttering around. The servicing track nearby stabled an F3 and another NW2, 42, in a more bedraggled remnant of red-and-maroon.

Since Charlie and I hailed from the heart of Wabash territory, we had to find its old terminal at this system outpost, which we discovered it shared with the Milwaukee Road. Actually, the small facility was property of their subsidiary Des Moines Union Railway. On hand, having brought up the nightly freight from Moberly, Mo., were Wabash F7 629 and FA2 822. The latter was one of four

Wabash had obtained from subsidiary Ann Arbor in late 1963. Nothing bore evidence of the Norfolk & Western merger of three months before. We stayed just long enough to grab a couple of quick shots, though, because the FA's rear truck apparently had split a switch, plunking at least one set of wheels into the snow and attracting a "re-railing committee."

Milwaukee SW1200 607 stood ahead of 629, ready to assist. Nearby was DMU Alco S1 No. 4, the last survivor of four bought in 1946. En route to our next stop, we ran across GE 70-tonner 404 of the Fort Dodge, Des Moines & Southern, one of two former Iowa interurbans (along with the Des Moines & Central Iowa) in the Salzberg short-line family; both would merge into C&NW in 1983.

Central to Des Moines action was Short Line Junction and tower, east of downtown where two Rock Island main lines crossed (Chicago-Omaha and Twin Cities-Kansas City). The Rock was Des Moines' dominant railroad and only true passenger-service provider, with 10 trains a day. (Burlington's daily freight was still listed in the *Official Guide* as a mixed.) At the RI engine terminal just east of Short Line Junction we found an E6-FP7 passenger set and a freight trio with FA 136 and odd-looking F2 49 bracketing an FB. Both Alcos had been re-engined with EMD 567's. The 136 had EMD trucks,



J. DAVID INGLES; CHARLES S. MOTE COLLECTION

Rock Island's *Corn Belt Rocket* pulls into the Des Moines depot; F2 49, missing its top headlight, leads a freight west through Short Line Junction.



and the B unit had Alco trucks. The 49 had had a "nose job," reconstructive surgery after an accident resulting in a bulldog nose without a top headlight. Soo Line did an F7 similarly, but only on the Rock would you find such a trio!

Switching nearby were black RI SW-900 904 and maroon RS1 741. The latter seemed a bit unusual because as far as we knew, most Rock Alcos were either in Chicago suburban service or based out of Kansas City or Little Rock, Ark. Next, C&NW, which served Des Moines only on a branch from Ames plus an ex-M&StL line from the northwest, sent an SD9-GP9 duo south through Short Line Junction. The C&NW SD9, too, was rather rare to us; C&NW had 14 of them, plus a few SD7's, but we never saw 'em in Illinois. We also spotted, working just

west of Short Line Junction, a black switcher of a road we'd never heard of: Iowa Transfer. Alco S1 No. 2 was its only power. The carrier lived up to its name, apparently, for according to *Moody's Transportation Manual*, Iowa Transfer was owned by RI, CB&Q, C&NW, and DMU, and owned one-quarter mile of main line and 4.38 miles of yard tracks. We could see most of that from a bridge.

Our photography wound up in mid-day, beginning with two Rock passenger trains, eastbound Omaha-Chicago No. 10, the *Corn Belt Rocket*, and northbound Fort Worth-Minneapolis No. 18, the *Twin Star Rocket*. They were scheduled into Des Moines to allow passengers to make an Omaha-Twin Cities connection. After checking on their time-keeping at the depot, we stayed put to

watch No. 10 come in behind a pair of E7A's, and another RS1, 736, add a parlor-lounge, a diner, and a coach to the rear end. Then it was back out to Short Line Junction for the *Twin Star*, which had to make a backup move from its north-south main to reach the depot.

After shooting the *Twin Star* swinging around the Short Line connecting track heading north, and the "nose-job" F2 on an Omaha-bound freight getting out of town, it was time for us to do the same. With over 300 miles to cover back to Jacksonville, half on two-lane, probably snow-covered roads, we entered a slippery I-80 eastward in early afternoon. I had seven exposed rolls of slides in my bag, and we had assimilated a load of new facts about central Iowa railroading. We'd nailed our CGW RS2, all right, but thanks to a kindly shop foreman and then a sunny winter's day, things had just kept on getting better.

Chicago Great Western disappeared into the C&NW in 1968. I moved to the Milwaukee area in 1971, and soon would see and photograph at Butler yard the occasional CGW RS2, still in maroon, passing through town. But in 1965, who could've predicted any of that. **1**



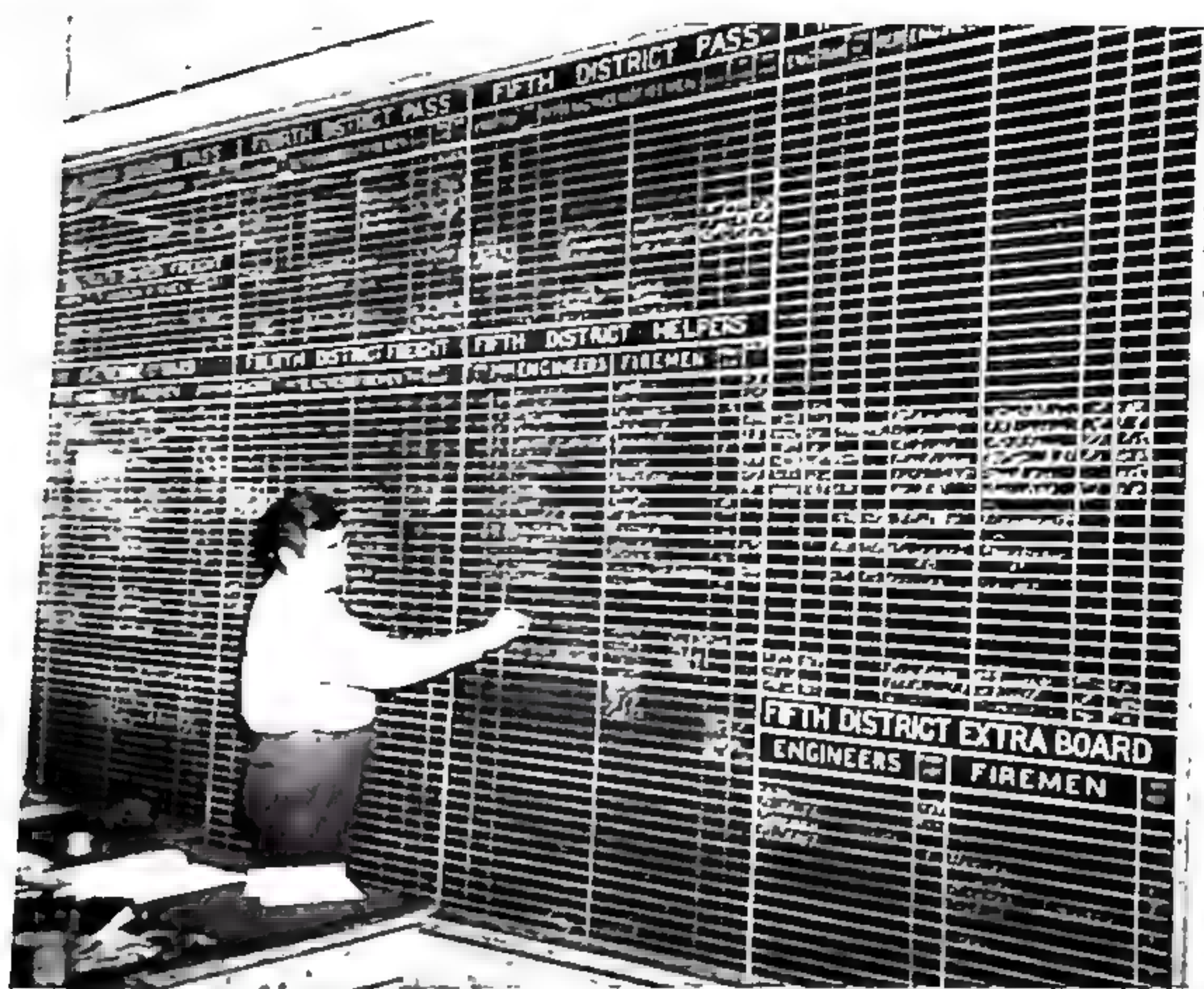
BIG BOYS

west from Cheyenne

Photo essay by Henry R. Griffiths Jr.



Twin Big Boys pull their train into the westbound passing track at Borie.



Cheyenne engine dispatcher Johnny Ramirez works the big board, which is chock full of UP's finest in steam: 800's, 9000's, 3900's, and 4000's.



Dressed in the standard steam-crew garb of the day, engineer Carl Osbourne (left) and fireman Montie McCune sign the register and prepare to go to work.



IN 1952, *True* magazine commissioned my father, Henry R. Griffiths Jr., to do a photo story on Union Pacific's operations west from Cheyenne, Wyo. To tackle Sherman Hill, many trains left Cheyenne behind two 4-8-8-4 Big Boys. This awesome show was on borrowed time, for UP was then building a new line that would reduce the ruling grade, all but eliminating the need for doubleheading.

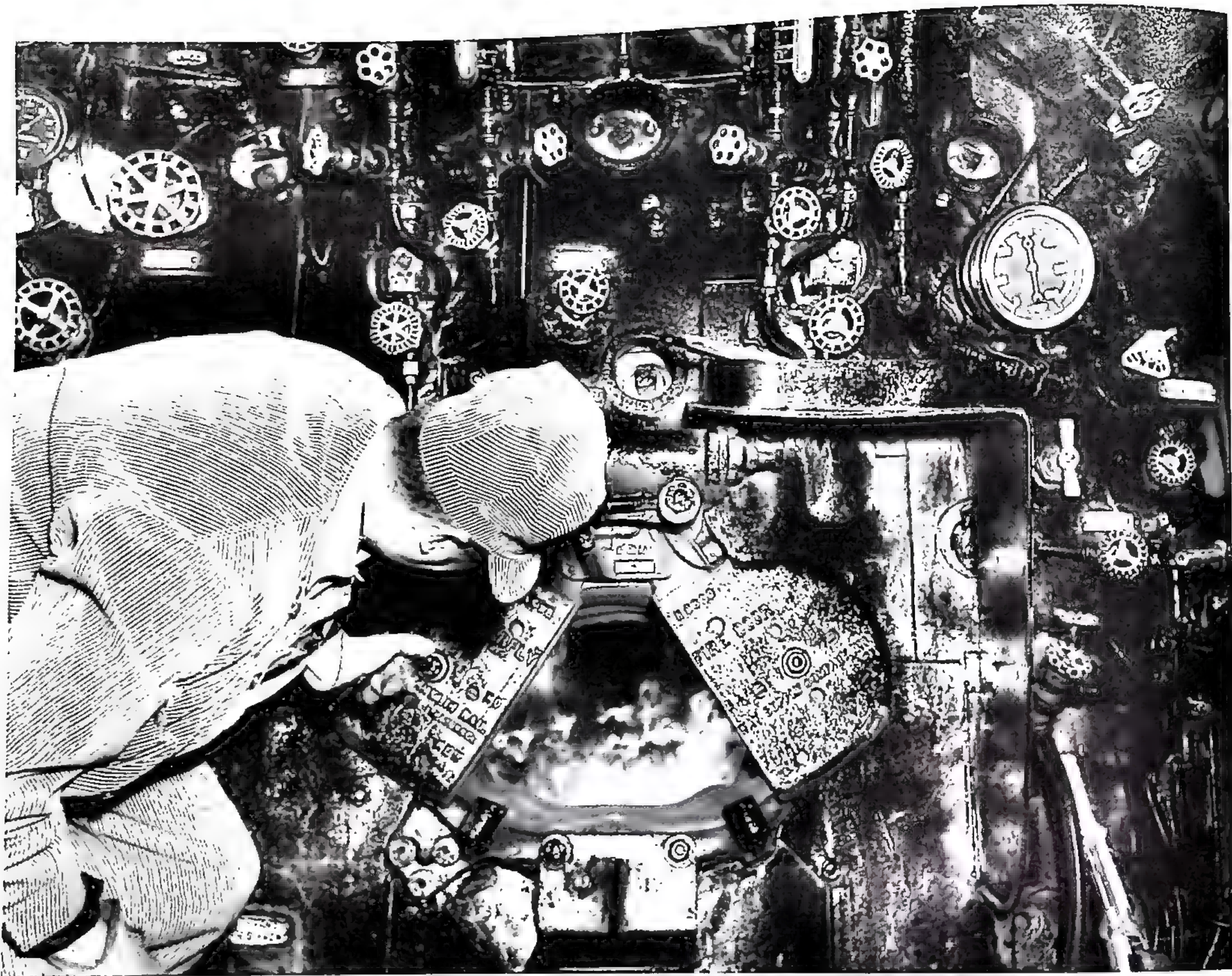
True arranged to have my father ride a westbound helper engine. Big Boy 4001 doubleheaded with road engine 4008 as far as the summit at Sherman, where it would cut

Power in waiting: Big Boys 4001 and 4008—nearly 1200 tons of locomotive, tender, fuel, and water—simmer on the ready track at Cheyenne.

off and drop back down the hill to Cheyenne.

Sometimes summer comes late to Sherman Hill, and the day, June 26, was wet and cool. UP made up for the dreary skies by having both Big Boys freshly painted, glistening in the falling rain.

Sit back and, through the power of black-and-white photography, let the late H. R. Griffiths Jr. take you back to a truly steam-dominated time.—*Jim Griffiths*



"Put a little warm water in 'em and they'll go," a UP fireman once said of the Big Boys. There was more to it than that, of course, for a wide-open 4-8-8-4 could consume 12,000 gallons of water and 22 tons of coal . . . in an hour. Here, fireman McCune works the injector on 4001, then checks his fire.



Over on the right-hand side, engineer Osbourne rolls a cigarette during a stop. Before him are the controls that can summon 6300 h.p. and 80 mph from the mighty locomotive. Outside is the Lincoln Highway, the nation's first coast-to-coast road and the UP's companion on the east slope of Sherman.





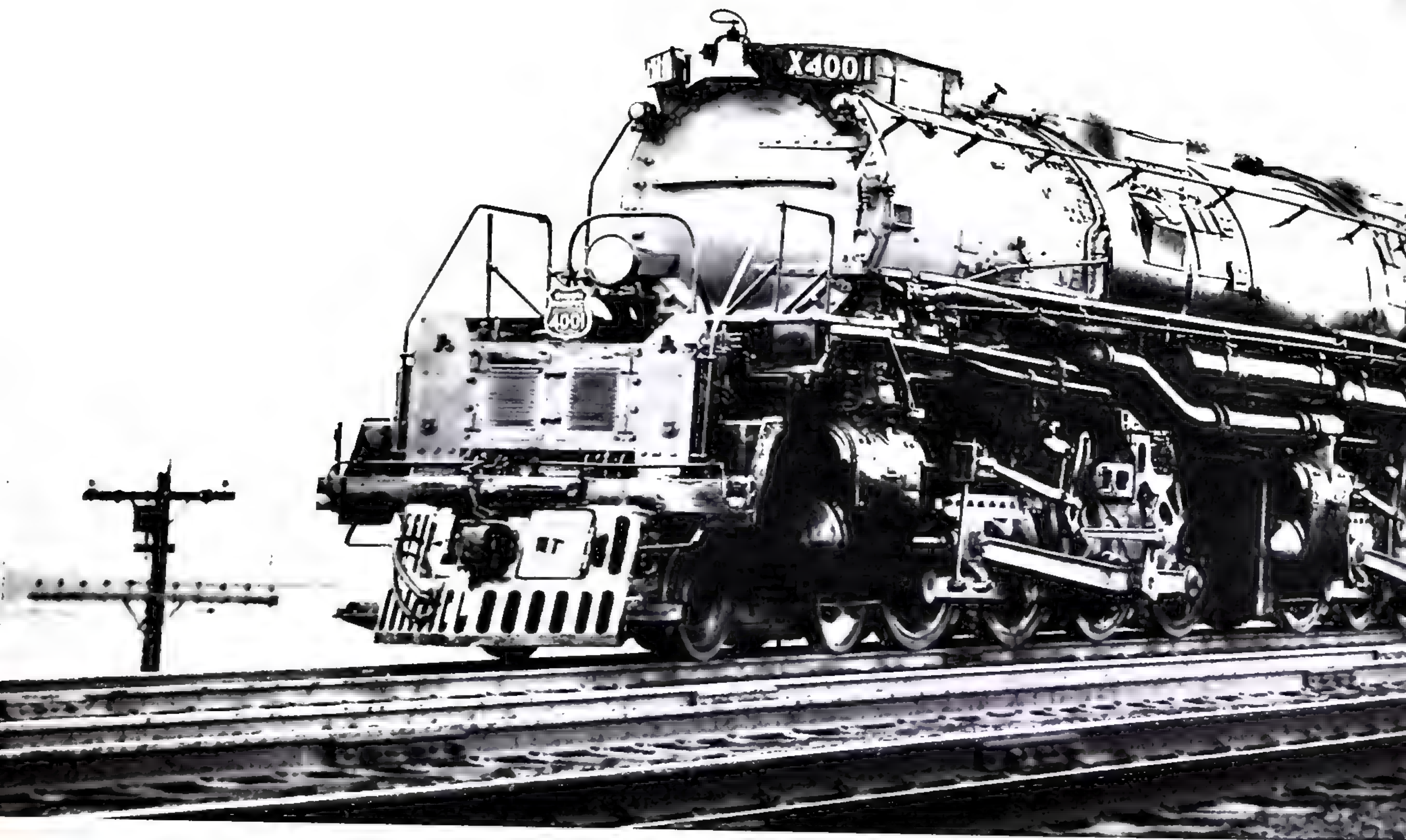
Prior to departure, the train's head brakeman hands up orders to Osbourne. It's a stretch for both men—the cab floor is a lofty 8½ feet above the rail.



Heading out of the Cheyenne yards and onto the Overland Route main line, Osbourne observes a green signal given by Tower A. In a moment, the two Big Boys and their 103 cars will duck under the Colorado & Southern bridge and begin the 29½-mile, 2000-foot climb up to Sherman.



Fireman McCune picks up orders from the operator at Borie, junction with the Colorado Division line from Denver. Also at Borie: east- and westbound passing sidings, plus a runaway track for out-of-control eastbounds.



West of Borie tower, fireman McCune watches elephant-eared Northern 834 roll by with the third section of eastbound mail-and-express train 6. Brake-shoe smoke shrouds the train as it descends the 1.54-percent grade.



Griffiths climbed down from engine 4001 to record this classic Sherman Hill display of heavy power. The Big Boys are stopped in the westbound passing track above Borie while Challengers 3963 and 3964 overtake them on the main. The 4-6-6-4's were next out when Griffiths' train left Cheyenne.

Having cut off from 4008 and turned on the wye at Sherman, 4001 returned light-engine to Cheyenne, where she's seen taking the switch for the yard. ■



My summer in the

A job as a Grand Central information clerk turned a college kid into an expert in "points east of Buffalo"

By Theodore C. Doege

OF ALL THE JOBS SUITABLE FOR COLLEGE STUDENTS, I found working as an information clerk in New York's Grand Central Terminal to be close to the top. My entree to that position came in 1947, when the New York Central hired me as a reservations clerk, helping me become better acquainted with such rail-travel essentials as junction cities, classes of fares, types of equipment, and timetables. The following summer, NYC offered me a chance to be an information clerk, an opportunity I gladly accepted. My responsibility would be to answer travelers' questions about train travel practically anywhere, but especially to places north of New York City and east of the Mississippi River.

To be an information clerk in the Terminal, you first had to learn the main routes of the New York Central and its Grand Central neighbor, the New Haven Railroad. You had to know the carriers' terminals, as well as larger towns and cities along their lines. And, of course, you needed an equable disposition. Mr. Sebereski, the laconic, white-haired supervisor of the Information Bureau, informed me of the

first requirement and tested me to make sure I met it. Only then did he permit me to sit with a headset and take some of the calls that came in constantly over the Bureau's two-dozen-plus telephones.

One of the best features of being an information clerk was having a railroad pass allowing free transportation to and from the Terminal. My pass, which I used mostly in



Gold Cage



traveling between Grand Central and the Harlem Division suburb where our family lived, indicated it was good only in coaches and not valid on certain of the Central's best trains, specifically the *Empire State Express* and the *Pacemaker*. However, at the bottom of the pass were the words, "Points east of Buffalo," which seemed to suggest one might be able to use the pass for a long trip.

As clerks, we had to respond to a wide variety of questions. What train goes to San Francisco and how much does it cost? How does one get to Martha's Vineyard off Cape Cod? (Take the train to Wood's Hole, Mass., then the ferry.) Or to Newburgh, N.Y., on the West Shore of the Hudson? (Take the train to Beacon, then the ferry across the river.) If one proved adept at answering the questions that came in over the phones, the next assignment might be to work in the information booth on the Terminal's main concourse, the famous "Gold Cage." Here the questions might come

Grand Central's information booth and its clock gleam in the center of the station concourse in this photo by New York Central's Ed Nowak.

INFORMATION

INFORMATION

INFORMATION

INCOMING TRAINS
BULLETIN BOARD
TRACK 42

THE NEW HAVEN R.R.

hot and heavy, especially during rush hours. A clerk would be required to tell people the correct track numbers for arriving as well as departing trains, as well as answer myriad other questions.

The stationmaster in charge of the Terminal and the dispatchers in the towers who guided the trains along the maze of upper- and lower-level GCT tracks had their usual operating practices and routines, and eventually we information clerks got to know many of them. Yet we had to be alert for new track assignments and stay informed about extra trains and other unusual happenings. Much of the basic information we needed was in our collections of up-to-date timetables from the railroad companies. And, of course, you could always consult the *Official Guide*, the thick, softcover monthly publication listing all the stations in the U.S., Canada, and Mexico, and timetables for all the railroads.

Usually one to four clerks would be in the booth on the main concourse, depending on the time of day and day of the week. One or two would be in the lower-level booth, which was right below the main one and connected to it by a steep, winding, inside staircase. I enjoyed working in the booths, especially on the main concourse. I believed we had a rather exalted status. After all, weren't we the ones to whom less knowledgeable, often much older, people had to turn for the answers? I liked the way the workday flew by when we were busy. And there was so much to see in Grand Central: trains and locomotives, displays and shops, lots of people, and the out-of-the-way places of the vast Terminal itself.

In the Gold Cage, you always had a ring-side seat. Early one evening, New York Yankees shortstop Phil Rizzuto stopped at the booth, with the blonde, well-dressed Mrs. Rizzuto at his side. He asked for the track number for the Yankees' train. In those days the teams traveled by train, and on that night the Yankees probably were headed to Detroit, Cleveland, or St. Louis for a series with the Tigers, Indians, or Browns.

People going to the city often agreed to "meet under the clock," the magnificent four-sided timepiece that sits to this day atop the upper-level booth and shows the correct time. If they chose a less-conspicuous place to rendezvous, such as by the tall clock in the lobby of the Biltmore Hotel, somebody in the booth might have to tell one of them how to get there.

My summer as an information clerk was going well when I received an unexpected letter from a friend, Noel, in Cazenovia, N.Y., inviting me to visit. A few months before, my solicitous sister had arranged for Noel, her college roommate, to visit me at college and be my blind date for supper and a Saturday night dance. That April weekend had been rainy and cold, but the attractive Noel, who had a sparkling personality, was a stunning surprise. Certainly I would accept her invitation!

Noel wrote that we might meet in Syracuse on the first Saturday in August. Syracuse, of course, was an important stop on the Central's main line, and it was "east of Buffalo," so I thought perhaps my pass would enable me to get there *gratis*. She invited me to stay at her house and said I should bring my swimming trunks, because we would spend the next day at Cazenovia Lake. We made our plans: I would work on Saturday morning, then depart Grand Central at 4 p.m. on the fast *Ohio State Limited*, which would arrive in Syracuse about 4 hours later.

Finally the first Saturday in August arrived, and right after 3 p.m., I ducked under the counter of the upper-level booth, through the low door at the back, and hurried toward Gate 17, where the *Limited* already awaited passengers. I knew the gateman, and he allowed me to go through. Striding down the ramp, I encountered the NYC conductor and stopped and introduced myself. I asked him about using my pass to travel to Syracuse and showed him the pass; he said he would honor it.

Then I asked the conductor another question: Was there any chance I could ride in the locomotive cab leaving Harmon? He looked at me dubiously, then agreed to talk to the engineer. With some hope, now, of attaining this exceptional honor, I hurried toward the front of the train, passed the observation-lounge sleeper, the other sleepers, and the diner, and found a place in one of the two reclining-seat coaches.

The *Limited* left on time and 46 minutes later stopped in Harmon. Right away I stepped from the train and hurried past the baggage cars toward the head end. Already the electric motor noiselessly was pulling away and an immense Niagara-class 4-8-4 steam locomotive was backing up. The huge engine slowed as it reached our train and coupled on. The engineer eased out the slack, then leaned from the window to talk with the conductor. They conversed for some seconds before the engineer asked to see my pass. I stretched to hand it up. The answer was a pleasant "O.K."; I wasted no time climbing into the cab!

The engineer said I could sit on the fold-down seat behind him; the fireman gave me a friendly nod. Then the engineer leaned out of the cab, looking intently at the rear of the *Limited*. He turned to look ahead, pulled back on the throttle, and fixed his goggles. Immediately I heard a loud bark of exhaust from up front, and the train was under way. Now the exhaust came in a quickening cadence, we gained speed, and a breeze began to cool the hot cab.

The fireman called out the signals on the signal bridges, and the mighty Niagara sounded its harsh whistle as we approached grade crossings along the Hudson River. We rushed and rocked our way north, diving in and out of short tunnels and flashing through the towns of Beacon, Poughkeepsie, and Hudson. Mostly I stood swaying behind the engineer, fascinated by the action in the cab but also watching the right-of-way ahead and at the side.

After the stop at Albany, the powerful 4-8-4 needed no helper up the grade toward Schenectady, even with 14 cars. Splashing over the track pans east of Herkimer, we scooped water into the long tender at speed. The *Limited* was on time coming into Utica. Now I had to leave my special place, hurry back to the coach, and prepare to meet Noel. I thanked the engineer and fireman. I did not doubt they would meet the *Limited's* schedule, which was to cover the 54 miles between Utica and Syracuse in 52 minutes.

Noel was on the platform and hurried to greet me. We walked down to the street and her coupe, then decided to stop for a hamburger and milk shake. She suggested we visit one of her favorite spots, the reservoir in the hills just north of the city. We strolled around it, then rested on an ancient wood bench while moon beams played over the rippling water. We talked about our studies, our interests, summer jobs, and swapped jokes.

Noel was up early on Sunday morning preparing breakfast, then we drove to Cazenovia Lake. On this quiet morn-

I enjoyed working
in the booths,
especially on the
main concourse.
I believed we had
a rather exalted
status.



FRANK OLIN

ing the small beach was ours. We rented a small boat at the boathouse and rowed across the lake. After sandwiches and pop for lunch we relaxed, swam to the raft, then sunned ourselves on the beach. That evening we went out for a leisurely dinner. She delivered me to the station some minutes after midnight. As the *New York Special's* bright headlight appeared, we kissed and agreed to write each other. The *Special* was on time in Syracuse; if it stayed that way, I would reach the Terminal in time for the morning shift—and I did.

As the summer weeks passed into September, supervisor Sebereski arranged for me to work in a temporary office of the Association of Eastern Railroads. Our task was to help prepare and distribute briefs on the subject of how many crew members should be assigned to operate diesel-electric freight and passenger locomotives. Ralph Emerson, who had come from the Burlington, directed the effort. So ended my months as an information clerk. A few weeks later, it was back to college in Ohio and new academic challenges.

After that August weekend, Noel and I lost track of each other. A few years later I met Joy, a winsome, intelligent Cal-

In a scene similar to the author's experience, a Niagara replaces electric power as the *North Shore Limited* departs Harmon, N.Y., in March 1946.

ifornia girl who made me forget about Noel, and Joy said "yes" to me in 1956.

About three decades later, Joy and I drove east with our two teenagers to visit New York City and investigate colleges in Massachusetts and Vermont. I had reserved two rooms at the Biltmore Hotel for one night. The next morning, we went down to the lobby and enjoyed sumptuous breakfasts, then strolled by the Biltmore's clock and walked across Vanderbilt Avenue to Grand Central Terminal.

Standing on the Terminal's west balcony for the first time in years, I heard the hum of the busy station and gazed at the still-prominent information booth. Then I told Joy and our teenagers about working in the booth and on the telephones, answering endless questions about trains and rail travel. I told them about spending the summer as a young college student in a field of great interest, with good pay, free train rides, even a memorable trip in a steam locomotive. What sensible college student could ask for more? ■

Great Photographers

David W. Salter, a color pioneer in the South

He has made rail photos coast-to-coast, but his Georgia time in the '60's was most productive



By John Gruber • Photos by David W. Salter

IN THE POST-WORLD WAR II "CLASSIC ERA," railroad photographers seemed to be concentrated in four areas: New England and the Northeast, the Midwest, Colorado, and the Pacific Coast. They were few in the Southeast, which today makes the work of people like J. Parker Lamb [Winter 2000 CLASSIC TRAINS] and David W. Salter all the more valuable.

Salter grew up in the small south Georgia town of Pitts, on Seaboard Air Line's secondary Savannah (Ga.)-Montgomery (Ala.) route. "The big Baldwin 1500 h.p. "babyface" passenger diesel 2701, one of three built for the Seaboard, rambles toward Tampa, Fla., with train 7 from Wildwood, a connection to the *Sunland*, in April 1960, four years before retirement.





thing to do was to take the old gas-electric we called 'the butt head' from Pitts over to Cordele. I'd take along my 120 snapshot camera. It took lousy pictures, although a few have been worth saving.

"There were four lines into Cordele: the Seaboard, of course; Southern's Georgia Southern & Florida line from Macon to Jacksonville; the Atlanta, Birmingham & Coast that ran from Atlanta to Waycross; and a Pidcock short line, the Georgia, Southwestern & Gulf, which was later named the Albany & Northern, that ran down to Albany, Ga. You could shoot six to eight trains within a couple of hours because they all arranged to get to Cordele at nearly the same time. All the lines crossed at the northwest corner of the one station."

On a family vacation to Fernandina Beach, Fla., in summer 1940, Salter saw *Railroad* magazine at a newsstand. He was unaware of anything about railroads being published, so every day while at the beach, he went back to the newsstand to see if another issue had come in. Back at home, he subscribed, and later he placed a classified ad to obtain pictures of new Southeastern streamliners such as the *Southerner*, *Silver Meteor*, *Champion*, and *Henry M. Flagler*. "Either from that ad, or perhaps [Al] Kalmbach purchased the subscription list of *Railroad*, I was mailed the initial issue of *TRAINS* in 1940. Richard Kindig's pictures fired my interest in getting a better camera and trying to emulate his style in capturing trains in action, though I never achieved his expertise.

"My next camera was a 2¼-by-3¼ Kodak folding camera

that I purchased in a pawnshop in Savannah for \$5. It had a good lens, but only a 1/50th shutter speed, and I had to send it to Eastman Kodak to have them repair a leak in the bellows." He then saved money for another camera. "First I tried a split 35mm with a fast shutter speed, but it was terrible for photographing trains. I traded it in on a Speed Graphic when I was 16, and it served me for years, although at first I didn't have enough money to buy extra film and holders. I did my own developing, so what I shot during the day, I could develop the same night."

Salter's simple curiosity served him well. "I liked to see the flora and fauna and how the railroad appeared. How big was the rail? How well was the track ballasted? How did the right of way appear? When out on the line, you could learn a lot about not only the trains and their consists, but more about the railroad itself."

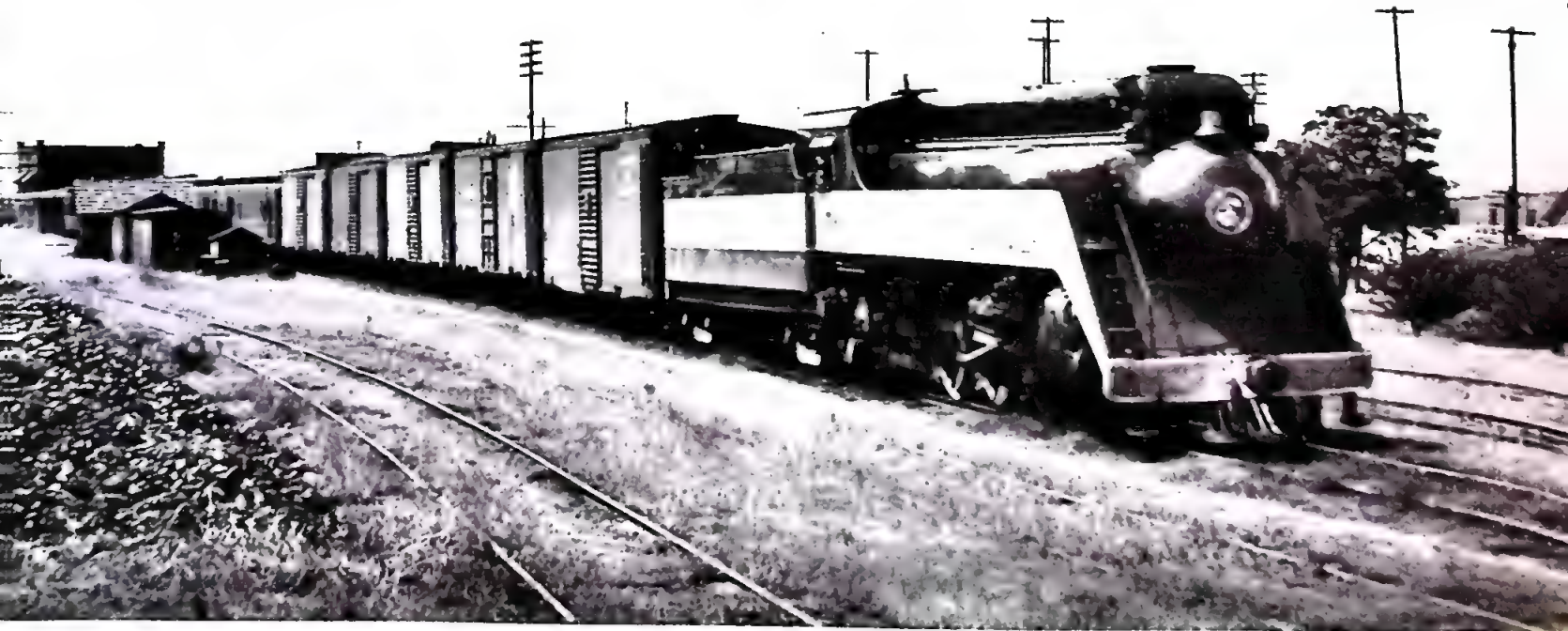
Upon moving to Atlanta to attend junior college, Salter met Shelby Lowe, who had written him in answer to his ad in *Railroad*. "Neither Shelby nor I had a car," said Salter, "but he knew how to get to the major yards by bus or streetcar, and since he was a clerk for the Southern, we had no problems being admitted on any railroad property. One day at Inman Yard, where Shelby worked, he introduced himself to Dick Sharpless, who was there taking pictures. The three of us became fast friends, and since Sharpless had a car, he took us under his wing. Having wheels to visit the various facilities was much quicker than public transportation. Later when I

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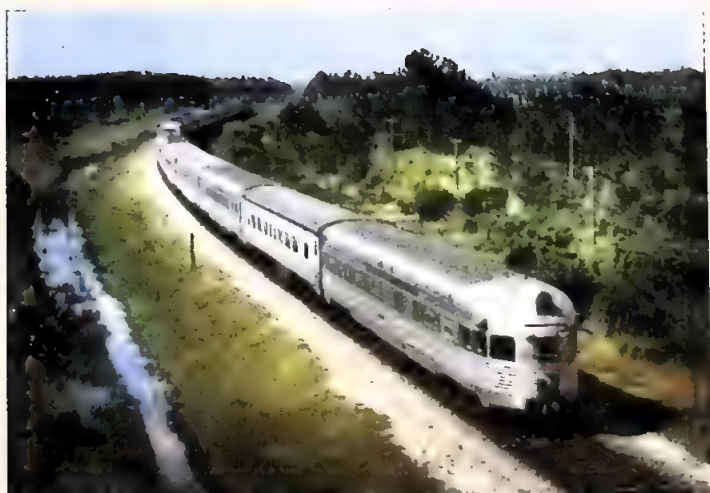


David W. Salter

Youthful encounters: Cordele, Ga., 15 miles from Salter's hometown of Pitts, hosted four lines. North of Cordele near Vienna, Atlantic Coast Line 2-8-2 7230 and 4-8-2 7372 are doing 50 mph with an Atlanta-bound freight on the afternoon of September 6, 1947. Southern Railway green Ps-2 class 4-6-2 1269 gets out of Cordele with southbound train 1, the *Ponce de Leon*, at 4:30 p.m. on November 9, 1946. Little 4-6-2 79, an ex-Florida East Coast engine, was streamlined in 1936 by Atlanta, Birmingham & Coast for its portion of the every-third-day Chicago-Miami *Dixie Flagler*. On non-*Flagler* days, it could be found on Atlanta-Waycross train 1, which handled passengers, mail, express, and priority freight, as seen departing Cordele in July 1942. AB&C was absorbed by parent ACL at the end of 1945.







Dixie varnish: Both of Central of Georgia's E8's, 811 and 812, were repainted from gray, blue, and black to match the orange-and-brown livery of Illinois Central when diesels began running through on the Chicago-Jacksonville *Seminole*, and the pair is indeed in charge of train 9 at 4:15 p.m. on October 13, 1965, crossing a leg of Martin Lake east of Alexander City, Ala. SAL's *Silver Meteor*, northbound with 22 cars at Citrus, Fla., on April 16, 1964, was "first class" and hence a Salter favorite. Two Florida East Coast E7's and an E9 are in charge of the *Florida Special* as it heads south out of Melbourne, Fla., in April 1960.

David W. Salter

Salter's Salter

While he was president of the Southern Railway, D. W. Brosnan would gather managers each fall for a series of retreats at his property near Almond, N.C., on SR's scenic Murphy Branch. Bound for one of the famous "Almond Meetings," five F7's lead a long office-car special near Bryson City in November 1965.

Salter liked the styling of Nashville, Chattanooga & St. Louis locomotives. Class J2 4-8-4 567 is rolling at 50 mph or so north of Smyrna, Ga., at 5:20 p.m., on October 1, 1947.

New York Central was a haunt of Salter during his Navy tenure in New York City in 1952, but he visited other roads. Two Reading FP7's have the Philadelphia-bound *Crusader*, with an observation car at each end, on a roll at Bayonne, N.J., in July 1952.





Continued from page 48

transferred to the University of Georgia in Athens, I'd go back on weekends to Atlanta to take pictures, and spend as much time with Shelby and Dick as I could.

"The biggest problem was strictly one to me—not to them. They both loved the Southern and would just as soon spend all their time taking pictures of it, whereas I was fascinated by *all* of the lines in and out of Atlanta. Of course, I liked the Seaboard, and its Georgia Division was totally different from the Alabama Division where I grew up. I also was fascinated by the distinctive engines of the Nashville, Chattanooga & St. Louis, which had capped stacks with rim stack blowers, plus mostly Vanderbilt tanks. The AB&C was like the stepchild into Atlanta, but Shelby could get us on the property. He and Dick both finally agreed it was good to photograph all lines, and besides, they had a lot of time to shoot the Southern when I was not in town.

"Frank Ardrey from Birmingham came to Atlanta a time or

two, and we took the Southern's night train to Birmingham and spent the day with him as our host. He took us out to Weems, Ala., where Southern and Central of Georgia came together and paralleled each other into Birmingham. Seaboard crossed them near this junction, so it was a great place to photograph the three lines.

"When I went around Atlanta alone, the Seaboard at Howell's Yard had friendly employees who would give me lineups. I'd give them copies of my pictures. For the most part, I enjoyed taking pictures of trains, as opposed to equipment, which probably stems from my growing up in a little town where only the local freight and daily passenger train stopped. It was a big day if the through freight stopped in Pitts to set off livestock or some other car."

Salter graduated from the University of Georgia with a BBA in economics in fall 1950. "The Korean War had started in June, and when my folks came up for graduation, they



brought me my 'greetings' from the draft board. I ended up going into the Navy, where I got my first really long-distance train ride," from Cordele to Great Lakes, Ill., north of Chicago, for boot training.

From there, the Navy sent Salter to Boston, then to Norfolk, Va. He attended officer candidate school and was assigned to Bayonne, N.J., followed by a stint in Brooklyn. "From there I was transferred to Seattle, where I spent the rest of my two and a half years service time. I was able to get some pictures in Seattle, but my interest in trains took a back seat to dating. After being released to inactive duty, I returned to Atlanta, where I worked for eight or nine months, and then went to grad school in Boston for two years.

"I took my camera, but I had very little spare time, although I would occasionally sneak down to North Station," Salter continued. "In 1957, Boston & Maine still ran commuter trains with wooden cars and Pacific locomotives. It

also still ran the *Flying Yankee* [streamliner], and to this day I regret that I did not photograph any of this. After grad school, I went to work for Dodge Division of Chrysler in 1958. They moved me around a lot, from Atlanta to Montgomery, then to Tampa and back to Atlanta, and from there to Syracuse, Dallas, Memphis, and finally Detroit."

Salter had no grand plan for showing the changes in railroading. Although some fans stopped photographing when railroads retired steam, Salter did not. During the steam-to-diesel transition, he took pictures wherever he was at the time, and he noted how quickly the transition occurred. "All I did was throw the camera up and shoot. When I was in the New York area while in the Navy, I would go out to Oscawana on the New York Central. In the early summer of 1952, most everything on the NYC was steam, except for major through trains. Then, toward the end of the summer, many trains were quickly converted to diesel. When I drove to grad school in



David W. Salter

Gulf, Mobile & Ohio relied almost exclusively on Alco diesels on its original lines south of St. Louis. In November 1959, three FA1's led by 727, plus an FB1, from its pioneering fleet of 92 units led a northbound freight out of Montgomery, Ala.

Seaboard had more road-switchers than cab units in its freight diesel fleet, but the latter were amply represented in the "dog's breakfast" consist on this train 84 leaving Montgomery, Ala., in August 1959: one each Baldwin Centipede (of 14), EMD F3A (of 11), and Alco FA1 (of 3); plus two (of 84) Alco RS3's.



Boston in fall 1956, the Norfolk & Western appeared to be all-steam. By the time I graduated in 1958, N&W had an awful lot of diesels. I was fortunate to get both. Today, there are more people taking railroad photos than ever before, so it's going to be a continuing thing. I'm glad I didn't stop, for the younger generations now would rather see those early diesels than the steam."

Salter and his family have lived in Denver since September 1975, when after 17 years with Chrysler, he felt there was an "easier way" and purchased a small struggling business, Rocky Mountain Sales & Service (which he says, in his soft Southern accent, is still "small and struggling").

Although Salter grew up in the South and has lived for over a quarter of a century in Colorado, he denies having favorite railroads—other than the Seaboard—or parts of the country. "Having moved around a lot, it's like that old song, 'if you can't be with the one you love, love the one you're with.'"

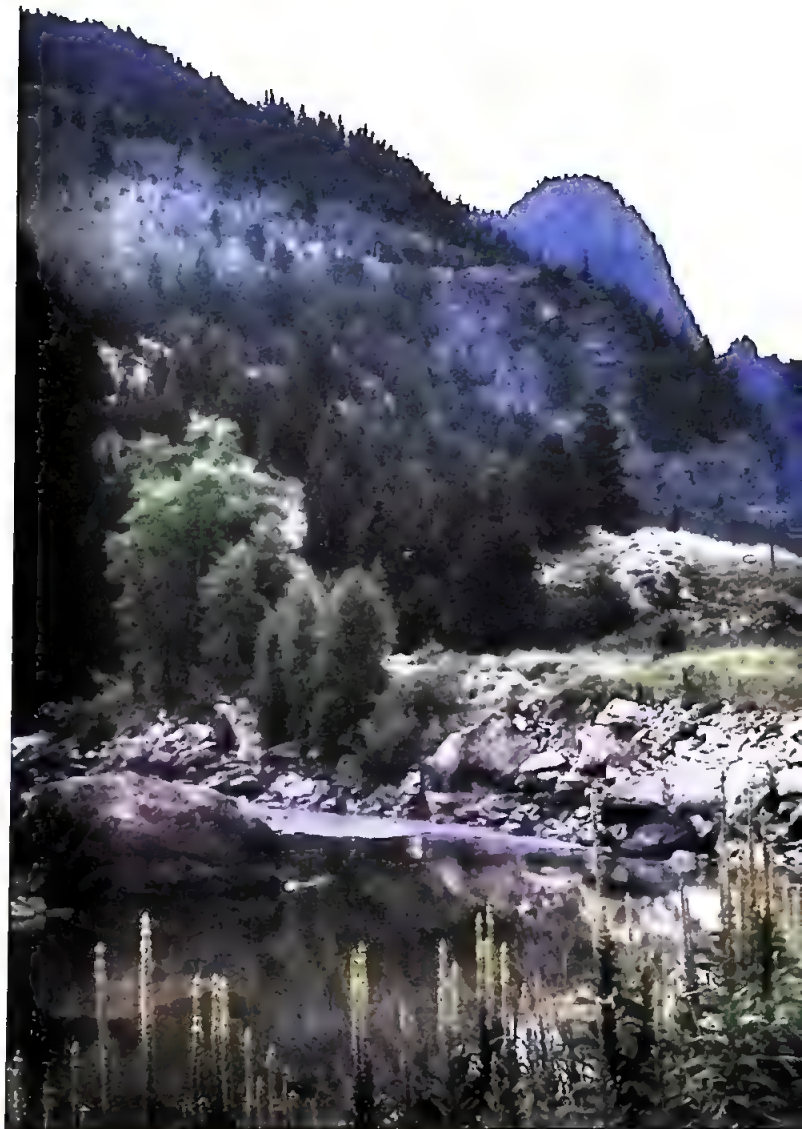
I've enjoyed all the lines, but here in Colorado, the Rio Grande [which he pronounces RYE-oh-grand] is probably the more interesting because it was built through the Rockies.

"Before we moved here, I would come out and shoot the *California Zephyr* in the mid-1960's. A friend and I from Atlanta took UP's *City of Denver* from Chicago to Denver, the Grande's *Yampa Valley Mail* to Craig, the *California Zephyr* to San Francisco, SP's *Shasta Daylight* to Portland, and UP's pool train to Seattle, where I visited some old Navy friends. From Seattle, we took the *North Coast Limited* [Northern Pacific and Burlington] to Chicago and the *Georgian* [C&EI and L&N] back into Atlanta."

As for favorite regions, "It's kind of where you are that matters. Having grown up in the South, that was where my 'learning experiences' were. But I like to remember it as it was. When I go back now, I am disappointed, particularly with what CSX has done to the former Seaboard."

David W. Salter

Rail diversions: Although photographing trains took a back seat to dating during his last 2½ years in the Navy, in Seattle, Salter did do some. In April 1953 during its brief E7A era, Great Northern's *Empire Builder* sailed along Puget Sound at Richmond Beach, Wash., and in July 1954, an FPA2-FPB2 duo led Canadian National's *Super Continental* west at Hope, British Columbia.





Photographically, Salter's most productive period was in the 1960's after he was transferred back to Atlanta. "The Seaboard's line west to Birmingham offered a lot of photographic locations. The terrain was interesting, and although there were three tunnels, I never got a shot at any of them. There was a high trestle over Pumpkin Creek and several interesting, accessible areas just across the state line in Alabama. CSX has abandoned the Atlanta-Birmingham line, and now several miles of it is the Silver Comet Trail. It was also fun to take a vacation and go down to Florida to shoot on the Seaboard's main line. After the Florida East Coast strike, all south Florida passenger trains were rerouted over the Seaboard, which handled 14 to 16 passenger trains a day."

Salter will not specify a favorite Seaboard photo. "I always enjoyed shooting the *Silver Meteor*, as it was a first-class train. The equipment was nice, the train was long, and Seaboard still catered to passenger service. In earlier days, I got some interesting steam shots as Seaboard had a variety of power."

Salter's photos appear in many books and magazines. Although he talks modestly of his accomplishments, the record speaks for itself. His work, and the works of others he has collected [see "Second Section," page 94], presents a magnificent record of the changing railroad scene in the South and elsewhere. "I am just having a good time trying to remember it as it was. It's strictly an avocation," he said. Salter wants to make sure his collection is preserved, though, and has promised it to the Smithsonian Institution in Washington, D.C. ■



In the Rockies: Salter has lived in Colorado since 1975, but visited in earlier years. In September 1965, Rio Grande's Denver-Craig *Yampa Valley Mail*, an Alco PA up front as usual, waited for an eastbound freight with run-through Burlington Route GP30's (and a GP35) to exit Gore Canyon near Kremmling, Colo. A decade before, in August 1955, he was in narrow-gauge country, where this westbound freight was heading for Durango.



Bad coal

When inferior fuel laid low a mighty Nickel Plate Berkshire

By Ben F. Anthony

DURING SPRING 1948 I was working as a helper in Signal Gang No. 3 for the Nickel Plate Road, installing CTC signaling on the LE&W District (Lake Erie & Western) between Lima and St. Marys, Ohio. The gang worked four 10-hour days and one 8-hour day so that we were finished by 2:30 on Friday afternoon, giving us time to get home for a full weekend off. Since I lived in Cleveland, I had a choice of waiting for train 10 from St. Louis, which left Lima early on Saturday morning, or riding freight 68, which left Lima in late afternoon and enabled me to reach Cleveland early on Saturday morning. I generally rode 68, since my pass was good on freight trains. Being a railfan, I enjoyed the experience.

One day in late March when I arrived at South Lima yard, I saw 68's engine being readied. I decided that, if it was agreeable with the engineer, I would ride in the locomotive cab. He was not cordial but reluctantly agreed, so I threw my grip up on the deck of the engine, S-1 class 2-8-4 Berkshire No. 716, and climbed up. A young chap about my age was fireman, and after fiddling with the stoker-jet settings, he greeted me, also none too cordially. He grabbed the scoop, stuck it in the coal pile and

Same engine, same route: In October 1945, two and a half years before the author's bad-coal experience on the 716, an engineer and fireman were about to board the same 2-8-4 at Frankfort, Ind., and head for Lima. Inset: an NKP fireman feeds coal to a 2-8-2. Two photos: John B. Corns collection.







Looking not unlike the author's 2-8-2/2-8-4 duo tackling the hill out of Findlay, the same 716 trails ex-W&LE 2-8-4 828 at Cadiz, Ohio, in 1957.

said, "Look at the stuff they expect us to burn!" The "coal" didn't look much different from the cinders I'd been digging through while burying signal cable in South Lima yard.

When the engineer joined us, the fireman complained to him, but the engineer just said, "Do the best you can." We left the dock, coupled to the train, made our air-brake test, snagged our orders as we passed the yard office, and headed onto the Baltimore & Ohio, over which we ran for 1½ miles through the city. We got back onto Nickel Plate track at "MO" Tower (also known as "NS") where we crossed the "Fort Wayne" (Pennsylvania's main line to Chicago, the old Pittsburgh, Fort Wayne & Chicago).

After we cleared the street crossings at Morris, the automatic interlocking with the Detroit, Toledo & Ironton about a mile east of Lima, our engineer widened on the throttle, and the fun began.

Our train speed and steam pressure steadily fell until the gauge read somewhere around 150 lbs. Instead of pulling

through the sags with slack stretched, the slack would run-in and give us a jolt before it ran out again. Instead of being crisp, No. 716's exhaust was mushy. We limped along in this fashion for the next 29 miles until we were stopped by the holdout signal just west of Findlay.

The head brakeman got on the phone and was informed by the dispatcher that another freight, Second 90, was ahead of us with similar steam/bad coal problems and had stalled on the hill out of Findlay. After Second 90 finished doubling the hill, he would clear us at Weidlers siding so we could run around him. This was before radio, so the game plan proposed was that if we also stalled on the hill, we were to dim our headlight and light a red fusee. The track was tangent, so the fusee could easily be seen. That would be the signal for Second 90's engine to cut off, back down against us, and doublehead us to the top of the hill at Weidlers.

Meantime, we took advantage of the delay to try to get our fire in shape and dump the ashpan, which was full. Nickel Plate had thoughtfully provided small air hoses on either side on the ashpan that facilitated dumping the ashes, as

well as blowing them out from between the rails so as not to burn the ties.

Finally, we got a clear signal and left. Once clear of the New York Central crossing north of Findlay, we headed up the 3-mile hill to Weidlers. Again the steam pressure and our speed sagged until we hit the 0.6 percent portion of the grade, where we of course stalled. We dimmed our headlight, lit a fusee, and again took advantage of the delay to get the fire in shape and dump the ashpan. During this stop, the head brakeman and I had to man the scoop and broom to snuff out any fires started from blowing the ashes from between the rails and onto the right of way.

Per the plan, Second 90's engine, light USRA Mikado No. 602, drifted down and coupled up to our engine. We had no trouble getting started, and with both engines working hard, we surmounted the grade and stopped at the east end of the siding to uncouple the 602. During the hard pull, I witnessed a most spectacular display of fireworks exhausting from the stacks of both engines as a result of the bad coal. I was lucky I didn't get a hot cinder in my eye.

We mushed onto the Chicago-Belle-



HERBERT H. HARWOOD JR.

vue main line at "DA" (Arcadia) and proceeded east 7 miles to Blair Yard, just east of the Chesapeake & Ohio crossing in Fostoria, where we had cars to pick up. By that time, the coal pile had been somewhat depleted. The engineer had a plan to improve the coal situation, whereby the head brakeman and fireman would stand on the stoker trough slide plates and dig through the coal pile and get to the good coal at the back of the bunker and pile it on the tender apron. The engineer would then scoop it up and hand-fire the engine, which was reasonably possible since the MB stoker elevator was below the cab deck, leaving the fire door clear.

After getting the fire in shape, we left Blair Yard and headed for Bellevue, 30 miles east. The engineer, after setting the throttle and cut-off, assumed the role of fireman, which left me as the "whistle blower" (I won't lay claim to being the engineer). This was a simple job, but was complicated by the fact that I didn't know the railroad, plus there was a steam leak around the right-side valve-stem packing that partially obscured my view ahead. I tried to gauge the time and distance to crossings after I glimpsed the

whistle post, so I could blow the familiar two longs, a short, and a long as we passed over each road. Fortunately, no trains were ahead of us, so I was calling out nothing but clear signals. At the top of the hill at Colby, the engineer took over for the last 7 miles into Bellevue.

Rather than ride the engine to the coal dock, I swung down at the yard office at Bellevue, since I was going on to Cleveland on No. 66, symbol freight FS-2. As I entered the caller's office to inquire about No. 66, the clerk asked, "Where have you been?" I told him and asked why he wanted to know. He said to look at myself in the mirror in the locker room. I was wearing my Navy pea coat and watch cap, and in the mirror my face was as dark as my navy blue coat and cap! After cleaning up, I walked back to the depot and its "Eat" restaurant (so called for its exterior sign). Our engine crew was there by that time, and the men were more cordial than before, having won the battle with

bad coal. Unfortunately, I never learned their names. I also later learned that several engines coaled at South Lima that day had failed out on the road.

My deadhead journey to Cleveland was, as usual, in regular conductor Walt Williams' caboose 1035 on No. 66. Walt's

crew was all "old heads," and I thought I would impress them by recounting my trip on No. 68. I should have known better. Those 35-year-plus veterans all had bad-coal stories that topped mine! By the time the stories were finished, it was after midnight. I was tired, so I made my "bed" on the locker cushions in the far end of the car. I was soon lulled to sleep by the muffled *boom-ba-boom-ba-boom* sound those old

NKP 1000-series wooden cabooses made as they rolled along at track speed.

Despite the bad-coal factor, this run increased my desire to enter engine service and become an engineer. I would have to wait 10 years to realize that goal, but that's another story. ■

During the hard pull, I witnessed a most spectacular display of fire-works exhausting from both stacks.



Consolidations 840 and 816 swing around one curve and into another . . .

Storming Blackwater Canyon

Grades, curves, and a heavy 2-8-0 for every 10 cars

Photos by Edward Theisinger

WESTERN MARYLAND'S "Fast Freight Line" fireball herald referred more to the road's bridge-traffic-heavy main line than to the Elkins Division, which reached down from Cumberland, Md., to tap West Virginia coal mines. This division, particularly the tough trackage west of Thomas, was a world unto itself. On the branches, WM employed hulking, 52-inch-drivered H-8 2-8-0's, and even some Shays. On the main stem, coal traffic and grades that topped 3 percent demanded lots of power, but 12-, 16-, and even 20-degree

curves restricted locomotive wheelbases. WM's weapon of choice was the H-9, a Consolidation that packed a hefty 71,500 pounds of tractive force. Even so, an H-9 was good for only 10 loaded hoppers on the Black Fork grade east-bound into Thomas. To ease the stress on drawbars and couplers, H-9's would swarm to the head end, rear end, and middle of long trains. The results are on view here, in a photo sequence of seven H-9's wrestling a 78-car train upgrade between Mountain Switch and Douglas, a couple of miles west of Thomas in rugged Blackwater Canyon. The date is May 16, 1952, and soon multiple Alco RS3 diesels will silence the 2-8-0's. **I**





... bringing them face-to-face with the photographer.



... who also records mid-train helpers 822, 850, and 843.



... plus 841 and 809 shoving ahead of the caboose.



ROAD

ROM '01

THE VICTIMIZED HUDSON

IN THE 21ST CENTURY we use the term “extreme machines” to describe the ultimately fast “this” or the most powerful “that.” Back in the 1930’s, the 4-6-4 Hudson passenger locomotives of the Santa Fe, Chicago & North Western, and Milwaukee Road were extreme by any standard. Not only did they have the 84-inch driving wheels to promise high speeds, they had the horsepower to back that up.

None was more extreme than Milwaukee’s half-dozen F7-class Hudsons. Built to guarantee the fastest service between Chicago and the Twin Cities, these engines gave the world a taste of true steam-powered high-speed rail passenger service.

How startling, then, to encounter F7 No. 102 standing forlorn in the scrap line at Milwaukee’s sprawling Bensenville (Ill.) engine terminal outside Chicago on September 16, 1950. She would not live to see her 12th birthday. She was the second of her class to be retired; a cracked boiler had sidelined No. 100 several months earlier. The diesel onslaught would see to it that none of her four surviving sisters would see their 13th year.

Unlike the 100, though, you could not blame the 102 for its early demise. Standing on the 4-6-4’s left side at Bensenville, you can see that the main rod and side rods are missing—typical of an engine in the scrap line. But in shocking contrast, on the right side you see not only missing main and side rods but also a missing piston and piston rod, crosshead, cylinder head, power reverse, and much of

Why did the running gear of Milwaukee Road 4-6-4 102 fly apart at 90-plus mph?

By Ed King and Jim Scribbins

the valve gear. The 102’s rakish running-board skirt is gone aft of her main driver. In place of the mud ring blowoff cock is a hole. Sleeves and caps are gone from staybolts.

Less than two months earlier, the 102 had carried her Milwaukee Road banner well, representing a superlative class of steam locomotives. What happened? Why is she here?

Destroyed in an instant

By summer 1950, diesels had won the most glamorous of the Milwaukee’s *Hiawatha* assignments, but there still was work for the steam engines. On July 27, the 102 was dispatched out of Milwaukee on train 2/46, the *North Woods Hiawatha* for Chicago.

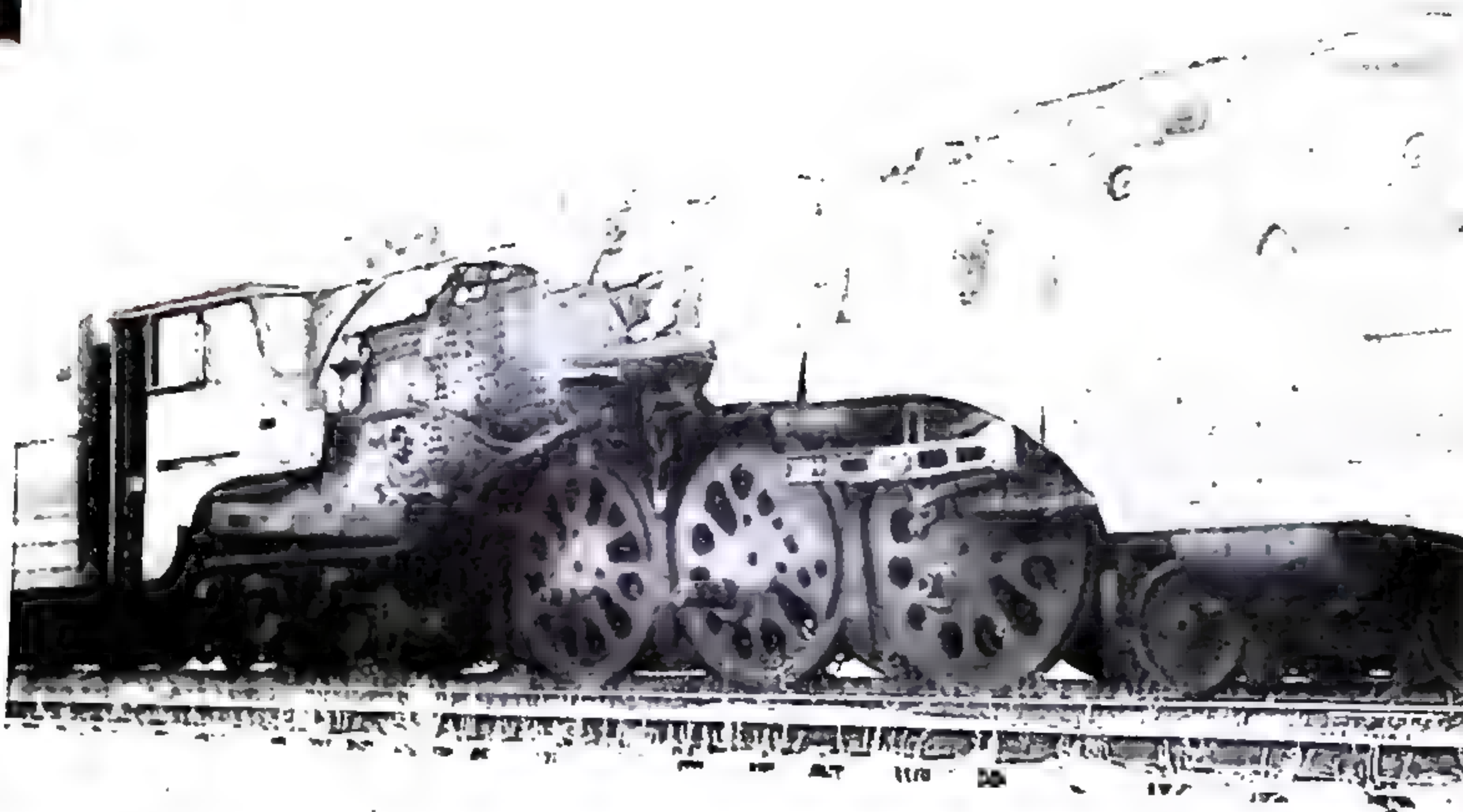
The train departed Milwaukee at 6:27 p.m. with seven cars: baggage car, diner, parlor car, and four coaches. She did rather well to the top of .67 percent Lake Hill, 7.8 miles south of Milwaukee, and then settled in for some fast running. Past Sturtevant, Wis., and Wadsworth, Ill., she roared, her cab-signal always showing green, her speedometer needle fluctuating between 95 and 105 mph; it’s likely her hogger had to “steady her up” with the air brakes for the speed re-

striction at the Elgin, Joliet & Eastern crossing at Rondout, Ill.

Then she went back after it—until Edgebrook, 73 miles out of Milwaukee and the outermost of Chicago city neighborhoods on the line. The train approached Edgebrook at 7:18 p.m., having averaged just less than 86 mph from Milwaukee.

About 1000 feet north of the Edgebrook commuter station, the engine’s right crosshead suddenly froze in its guide, drastically overheated owing to lack of lubrication. The 102 was moving at an estimated 90 to 100 mph, her huge drivers turning between 360 and 400 revolutions per minute, her pistons and crossheads starting and stopping at a rate of more than 12 times per second. In the instant the crosshead froze, the force of the main rod broke the multiple-bearing crosshead between the shoe and the wrist pin, and bent the piston rod down at an angle of 30 degrees. Within a couple of driver revolutions, the piston rod key came out of the crosshead, shearing a rivet intended to keep it in place. Next, the steam from her cylinder pulled in the piston—now unrestrained by the broken crosshead—and, cocked by the bent rod, knocked the cylinder head out.

That crosshead key was the first of the Hudson’s parts to fall to the right of way, 1000 feet north of the Edgebrook station. Next, the piston rod followed the piston out the front end of the cylinder. The union, or crosshead, link broke just ahead of the crosshead foot and remained attached to the combination lever. The



JIM SCRIBBINS

129-inch main rod dug deeply into the roadbed, with the wrist pin and the remains of the crosshead and the stub of the union link still attached.

The impact lifted the right side of the engine, breaking crossies, and the main rod came up behind the main driver, breaking the injector delivery pipe and the blowoff cock off the front corner of the firebox. Continuing its gyration, the rod broke 21 staybolt caps and sleeves off the combustion chamber. The running board and its supports also were torn up. Jacketing and boiler lagging started peeling back in the 90-plus-mph breeze, and the power reverse was smashed. Also destroyed were the train line and the air-brake pipes to the drivers and trailing truck.

With the blowoff cock destroyed, the 102 began losing her water and steam. The front of the main rod swung around and hit the rear link support (the valve gear hanger, a part of the locomotive's cast steel frame) and broke like you'd break a piece of kindling over your knee, 49 inches behind the crosshead. The remaining 80-inch rear piece of the main rod continued to rotate around the main pin and dug into the roadbed again, breaking more crossies. The rear of the main rod, bent outward from its second contact with the roadbed, contacted the eccentric crank and it broke its bolts and was wrung from the main pin, and dragged on the ground by the eccentric rod and the Walschaerts link. The remains of the main rod soon followed the eccentric crank off the pin, into oblivion.

As the crippled locomotive passed the Devon Avenue crossing, just south of the Edgebrook station, flying locomotive parts tore up the crossing, sending debris into a stopped automobile. The driver suffered only minor injuries, but the passenger required hospitaliza-

Six weeks after "flying apart," the 102 rests in the Bensenville scrap line, September 16, 1950. Early in its career, the 102 stands with the *Afternoon Hiawatha* at Milwaukee in November 1938.

tion. With the brakes in emergency, the 102 traveled almost exactly two miles after the failure, stopping about a mile south of the Forest Glen commuter station, on the approach circuit to the interlocked Mayfair junction with two Chicago & North Western lines.

Within the interval of about a dozen heartbeats, this exquisite machine had become just so much scrap iron. She would never again move an inch under her own power. But she had stayed on the rails, stopping safely without injury to her crew or the train's passengers.

Why did the 102 fly apart?

The engine's disintegration was a harrowing experience for her crew. The engineer later reported that the 102 had ridden well and that the only pounding of machinery came at the time of the failure. There was no "jerk-ing" of the reverse lever indicating trouble until the pounding occurred. The engineer was preparing to slow to 70 mph when the failure occurred. The crew's response during the emergency was not recorded, but it can be surmised that the engineer put his brakes into emergency when iron started to fly. He would have shouted to the fireman to drop the fire into the ashpan when the blowoff cock broke and the steam and water began to escape. One can only imagine what was going through their minds: Will I be struck by flying machinery? Will she stay on the track? Am I going to get home in one piece? Amazingly, the answer to the first question was "no" and to the other two "yes."

But why did the 102 fly apart? The Milwaukee's F7 Hudsons were equip-



ped with two Nathan Type D.V. mechanical lubricators, widely recognized as dependable and efficient. One was mounted on each side of the locomotive, actuated by an arm and linkage from the top of the combination lever. The one on the right side pumped oil to the cylinders and valves, while the one on the left fed to the crosshead guides and driving-box pedestals. The feeds to the crosshead guides were crossed—one to the right front and left rear, the other to the left front and right rear. The lubricators and their operating linkages were hidden beneath the engine's streamlined shrouding.

The crossheads and guides were the multiple-bearing "ledge" type, with four ledges on the guides into which fitted the three ledges of the crossheads. Multiple-bearing crossheads and guides



AMOS G. HEWITT

were common on high-speed locomotives, providing a great bearing surface for working in forward motion, and were much lighter than the old "alligator" crossheads and guides.

The lubricator on the left side of the 102 failed some time after leaving Milwaukee when it lost the rear pin of the connecting link from the combination lever. So both crossheads were running dry. Later inspection of the 102 disclosed that the left crosshead also had overheated, losing all the bearing metal from the shoe. Much of this bearing metal had been deposited on the back cylinder head of the locomotive by forward strokes of the crosshead. But the right crosshead failed first; its bearing metal had fused to the guide, and it broke between the lower ledges and the body. The sequence indicated this like-

ly occurred when the crosshead was stopped at the back of its cycle, or what would be considered back dead center.

Difficulties with the 102's left lubricator operating linkage were reported twice by enginemen on inspection reports in late July. On one occasion, the errant link was carried into the terminal in the cab of the locomotive.

ICC Locomotive Inspection Report No. 3348, dated September 28, 1950, concluded that the 102's fatal injury was due to "the failure of a mechanical lubricator actuating mechanism." As the report stated, "inasmuch as difficulty had previously been experienced with the lubricator actuating mechanism it would appear that repairs, construction, or design of the arm and link and connections may not have been suitable for the speeds at which the lo-

comotive was operated."

But the lubricator arm and link and their connections had been suitable for the first 11 years of 102's short life, and she probably put as many miles behind her at 100-plus-mph as any steam locomotive. There had been no problems with the design or construction.

No, the 102 was victimized. Someone in the Milwaukee Road's Western Avenue shop in Chicago, or at its West Milwaukee Shops, or in South Minneapolis, took no notice of the difficulty with the engine's left lubricator linkage. Consequently a problem that could—and should—have been taken care of in the shop turned an extreme machine into scrap iron.

And the saddest part of the story is that, since diesels were coming, nobody much cared. ■

HOW FAST COULD THEY



GO?



Swift of foot was Hiawatha;
He could shoot an arrow from him,
And run forward with such swiftness,
That the arrow fell behind him!

—Henry Wadsworth Longfellow

By Ed King and Jim Scribbins

IN THE PROSPEROUS MID-1920's, the Milwaukee Road competed with the Northern Pacific, the Great Northern, and their connections for passenger traffic between Chicago, the Twin Cities, and the Pacific Coast. In 1926, the Milwaukee re-equipped one overnight Chicago-Twin Cities passenger train—the *Pioneer Limited*—with new roller-bearing steel cars, and in 1927 did the same to the Chicago-Seattle/Tacoma *Olympian*. Schedules of these trains were speeded up to keep pace with the competition. Having the shortest route (by a few miles) west from the Twin Cities, the Milwaukee had to make sure it wasn't the slowest.

Heavier cars and faster schedules overtaxed Milwaukee's class F3 and F5 light 4-6-2 Pacifics, which were handling far heavier trains than they were designed for approximately 15 years earlier. Westbound from the Twin Cities, the elevation gradually rose until reaching the foot of the Rockies in central Montana. Milwaukee used electric locomotives over the mountains, but getting the trains that far was tough on small, hand-fired 4-6-2's. The usual remedies—double-heading and running second sections—was not satisfactory. Something bigger, faster, and more powerful was needed.

Facing the need for speed

Working with the Baldwin Locomotive Works, Milwaukee's mechanical engineers, led by the estimable Charles H. Bilty, came up with specifications for a monstrous 4-6-4 featuring all the latest refinements: cast bed frames with integral cylinders

and roller bearings on all but the driving axles. Their drivers were 79 inches in diameter (later increased to 80). Large boilers with 80 square feet of grate area promised greater horsepower. Fourteen of these locomotives, classed F6 and numbered 6400-6413, were ordered from Baldwin and delivered January through March 1930.

Placed in service between Chicago and the east end of Milwaukee's electrified territory at Harlowton, Mont., the Hudsons quickly proved themselves. They were easily capable of the 100 mph speeds for which they were designed, and of operating straight through from Minneapolis to "Harlo"—914 miles—without ever being uncoupled from their trains. The F6's exceeded their design requirements so well that Milwaukee ordered eight more, F6A class Nos. 6414-6421, all delivered by Baldwin by November 1931.

In the early 1930's, competition for passenger traffic between Chicago and Minneapolis-St. Paul heated up. Not only were the Chicago & North Western, the Chicago, Burlington & Quincy, and the Milwaukee Road fighting with each other, there were new highways that made it possible for buses and automobiles to average nearly 50 mph for the 400-mile distance. Embryonic airlines were taking their first tentative steps to win a share of the passenger travel market.

Heating up? The competition was *really* getting hot. The Burlington ran a new lightweight diesel-powered train called the *Zephyr* from Denver to Chicago in record time; all stainless-steel elegance, the new train was an eye-catcher, indeed. And North Western had upgraded some standard rolling stock and rebuilt some big Pacifics to inaugurate its 400 service—408 miles from Chicago to

F7 103 on a westbound *Hiawatha* roars into the view of a motorist waiting at a grade crossing in Oconomowoc, Wis., in 1947.

the Twin Cities in 405 minutes. It also had begun to participate with Union Pacific in running new diesel-powered streamlined "City" trains between Chicago and Los Angeles.

Before 1932, it took two hours to ride a Milwaukee Road passenger train the 85 miles between Milwaukee and Chicago. In 1932, several of the runs were reduced to 105 minutes. Track upgrading helped improve timings. On July 15, 1934, five pairs of trains were reduced all the way down to a flat 90 minutes, much faster than 1932 but still less than a 60-mph average.

But Milwaukee Road management wanted to beat rather than meet the competition, and to determine whether further speed-ups were feasible with existing equipment. One week after the last schedule reduction to 90 minutes, a test run was scheduled to determine whether a 75-minute timing was possible. F6 Hudson 6402 with four cars plus the business car *Wisconsin* left Chicago as train 29, but actually was operated as the second section of a preceding train, 27, so there would be no problem making up time on the schedule. The 4-6-4 had received a thorough lubrication, and engineer William H. Dempsey received a hogger's dream orders: "Make the best time possible consistent with safety."

Second 27 covered the first 20 miles from Chicago Union Station to Tower A-20 at Techny, Ill., in 21 minutes—fast, but not exceptional. Then Dempsey took the bridle off the more-than-willing 6402. From Deerfield, 4 miles beyond Techny, Second 27 took just 34 minutes and 55 seconds to cover the 53.58 miles to the station of Lake, Wis., at the top of a descending grade a little more than 7 miles from Milwaukee. Average speed was 92.07 mph, considered a world's record for that great a distance. For 3 miles near Oakwood, Wis., the 6402's electric speedometer rested on 103 mph with a high of 103.5, the all-time *recorded* top speed for an F6. (In August 1938, a Milwaukee-Chicago run of 59 minutes by engineer John Wilkins with an unidentified F6 on train 100 surely beat 103.5, but its top speed was not recorded.)

Assistant General Manager Norman A. Ryan, who was largely responsible for the acceleration of passenger train schedules to that date, told his companions aboard the *Wisconsin* that they could have hit 105 but for the necessity to slow down for the outskirts of Milwaukee.

Bill Dempsey stopped Second 27 in



FRED ZIMMERMAN COLLECTION

Racing 5 minutes ahead of the *Hiawatha* on a 75-minute Chicago-Milwaukee schedule, 4-4-2 No. 1 blurs the film with the *Chippewa* in April 1938.

the Milwaukee depot at 10:07 a.m., a mere 67 minutes after he'd left Chicago—an average speed, start-to-stop, of 76.07 mph. And Dempsey said he could have done it faster.

Achieving speed with style

The 6402's dash convinced the Milwaukee Road that the steam locomotive was the way to handle faster trains. Among the advantages were the capability to use standard-size equipment, the ability to expand train consists to meet demand (unlike the Burlington's fixed-consist *Zephyr*), and the ability to use existing fueling and servicing facilities. The fact that the modern steam locomotive developed its maximum horsepower at a higher speed also was a great benefit.

But if the Milwaukee Road was to stay in the passenger competition, it was going to have to come up with something new. Speed alone wouldn't do the trick, in that day and age. Something flashy and comfortable to ride

was needed—quickly.

And quickly it came. On May 15, 1935, a brand new 7-car passenger train called the *Hiawatha* with a brand-new locomotive stood at the station at New Lisbon, Wis. The engine bearing the number 2 was one of a pair of new 4-4-2's the likes of which the world had never seen. She and her sister were the first steam locomotives designed to be streamlined when they were built. Although Baldwin had done a great job with the F6 Hudsons, Alco promised a shorter delivery date and got the job building the new Atlantics.

The "Two" was oil-fired, had 7-foot driving wheels (at an engine and tender length of 88 feet, she'd move forward that distance in just four revolutions of her drivers), 300 pounds boiler pressure, a cast frame, and roller bearings on all axles. And she'd just brought a trainload of amazed and delighted dignitaries and Milwaukee Road officials the 136 miles from Milwaukee to New Lisbon in 113 minutes.

Engineer Ed Donahue had let her loaf along at 65 to 75 mph from Milwaukee to Watertown, getting the feel of things, and then put her to work. The train easily reached 100 mph, and the speedometer needle kept on rising, reaching 112.5 mph, a figure confirmed with stopwatches and chronometers by folks back in the train. Donahue let her ramble at that speed—the same speed claimed for New York Central's fabled 4-4-0 999 of 1893—for 14 straight miles. He later said that the faster the Two went, the better she rode.

Atlantics One and Two were joined by identical sisters Three and Four and reigned as the Milwaukee Road's fastest locomotives—and maybe the fastest anywhere—until 1938. Their feats of speed became legendary.

Ed Abbott, who recently retired as road foreman of engines for Chicago's Metra commuter railroad, fired locomotives on the Milwaukee's Chicago-Savanna (Ill.) district, and worked as a hostler at the railroad's Western Avenue passenger engine terminal in Chicago at the end of steam days. This allowed him not only to see the A's before they were scrapped, but to know some of the engineers who ran them on the Omaha trains. Engineer Charlie Neighbor told Abbott about running an A across the 16-mile straightaway between Hampshire, Ill., west of Elgin, and Davis Junction. Neighbor said he'd have the reverse lever about three notches ahead of center on about half throttle, pushing the speedometer needle well into three



RAILROAD PHOTOGRAPHIC CLUB

figures. To Neighbor, it felt like he was straddling that Atlantic, just cracking the whip.

Enginemen said that at high speed, the A's gave the sensation of gliding a few inches above the rails, confirming Ed Donahue's enthusiastic claim.

But more, and bigger, engines were coming. In August and September 1938 the Milwaukee received the six streamlined F7 4-6-4's from Alco. Engines 100-105 had the 7-foot drivers and 300-pound boiler pressure of the A, and more than half again as much tractive effort. They quickly proved themselves capable of 120-plus-mph speeds. One story from that era tells that one of the F7's, in the process of being shipped from Alco's Schenectady works to the Midwest, was put on the Pennsylvania Railroad's test plant at Altoona, Pa., where it reached approximately 140 mph, or roughly 560 driving-wheel revolutions per minute.

In response to an inquiry about the speed of the F7, Mechanical Engineer C. H. Bilty cited a run of engine 100 on a run from Chicago to Milwaukee:

"... I find that 19 miles of the run was negotiated in excess of 100 mph, and that 5 of the 19 miles [were] made at a rate of 120 mph. However, as the speed recorder only registers a maximum of 120 mph, when the hand comes to a stop against the peg I am inclined [to believe] that in this 5 miles that perhaps a speed of from 123 to 125 mph was reached, judging from the line

made on the speed tape."

Another notable run was logged January 14, 1941, again with Hudson 100, on train No. 6, the *Morning Hiawatha*. Along the 85 miles between Milwaukee and Chicago, the train passed 42 mileposts at speeds of 100 mph or better, including 31 consecutive mileposts between Sturtevant and south (timetable east) of Rondout. The top speed was 110 mph, 2 miles east of Wadsworth, and again 3 miles east of Rondout.

No attempt was made to time these locomotives between two measured points, other than beginning and ends of runs or stations and points whose exact locations might have been imprecise. No formal attempt was made to curry and preen one of them within an inch of its life and give it a special train and let it out along the New Lisbon-Portage speedway, for instance, to see how fast it would really go.

The legend persists

A principle of machine design states that if a vehicle moves at a speed in miles per hour equal to the diameter of its wheels, those wheels will turn at 336 revolutions per minute. Therefore, an 84-inch-drivered locomotive will turn at 336 rpm at 84 mph, and half again that much—504 rpm—at 126 mph. It is possible to satisfactorily balance an 84-inch-drivered locomotive for that figure. Locomotives with smaller drivers equipped with lightweight rods achieved 500 rpm regularly without damaging

Hudson 6402 poses for admirers at Milwaukee after the July 1934 test run during which it covered the 85 miles from Chicago in 67 minutes.

themselves or the track. The class A Atlantics and F7 Hudsons certainly had the mechanical capability, and the firebox/boiler proportions, to ensure there was no shortage of horsepower at speed.

Santa Fe and Chicago & North Western partisans might say, "Hold on, now! We had seven-foot-drivered Hudsons, too! What about us?"

True, Santa Fe and North Western had the machines. But those two railroads did not have comparable high-speed schedules. Those roads didn't roll their seven-foot wheels the way the Milwaukee Road did, day after day, trip after trip.

So the answer to the question "How fast could they go?" is—well, nobody knows. It isn't even known how fast they *did* go. As noted here, the engines' speedometers only went as high as 120 mph. Anything beyond that peg was anybody's guess.

Charles Bilty's answer to the 1939 inquiry about the speed of the F7 Hudson is certainly fascinating, but leaves one wanting to know more. It's intriguing to contemplate the fact that nobody knows if any of these 10 speedsters—the four A's and the six F7's—were ever run as fast as they could go.

Swift of foot was *Hiawatha* . . .
Indeed! ■



THREE DECADES AGO, my life as a teenage railfan was filled with multi-train "meets" at Elizabeth, N.J., where four-track main lines of the Penn Central and the Jersey Cen-

tral crossed each other. But, as common as they were, such convergences were frustrating, for I never seemed to be in the right place at the right time with camera in hand. Trips to Woolworth's for hot dogs and phone calls to

Mom to let her know I was all right further cut down my odds.

Imagine, then, how I was dumbfounded one fine July day in 1969 when I managed to bag *five* trains, all moving. Up on the Pennsy (as I still thought



When lightning struck at Elizabeth, N.J.

PAUL CARPENITO

of it a year and a half after the PRR-NYC merger) eastbound and westbound freights rumble past each other while a GG1 rockets into the scene with a westbound passenger train.

Down on the Jersey Central, an

SD40-RS3-SD35 set heaves on an eastbound freight heading for Elizabethport, while a red "anthracite roads" caboose follows its train westward.

Today, such a scene would be impossible. This part of the Northeast

Corridor bustles with Amtrak and NJ Transit trains, but is almost devoid of freight traffic. The old CNJ right of way is down to a single, disused track. And it's been more than 18 years since the last GG1 ran.—*Paul Carpenito*

In the 1960's, visits to East Texas lumber road Moscow, Camden & San Augustine were a step back in time

By Glen Brewer • Photos by the author

WHAT A SCENE! I was thrilled; at the same time, I was sad. Sad because considerable rust, broken windows, and other decay was in evidence and because the future looked grim; thrilled because it was like stepping back in time to the wondrous, exciting, greatly missed age of steam.

I was standing in the little yard of the Moscow,

Camden & San Augustine Railroad and the W. T. Carter & Brother Lumber Company. The year was 1968, but all around me was an intriguing assortment of relics. There were little Moguls, a Shay, a Consolidation, Mikados, Prairies, and a Ten-Wheeler. Some obviously had been retired far longer than others; there were two No. 1's and two No. 2's. Link-and-pin couplers were still mated to old-style, slotted Janney



couplers. Also in the yard were decaying log cars and an American Steam Log Loader. Clearly some of the locomotives had last burned wood: two engines sported Rushton stacks, and the Shay still had a funnel stack. And clearly some of them had been rusting among the tall weeds and vines for a very long time.

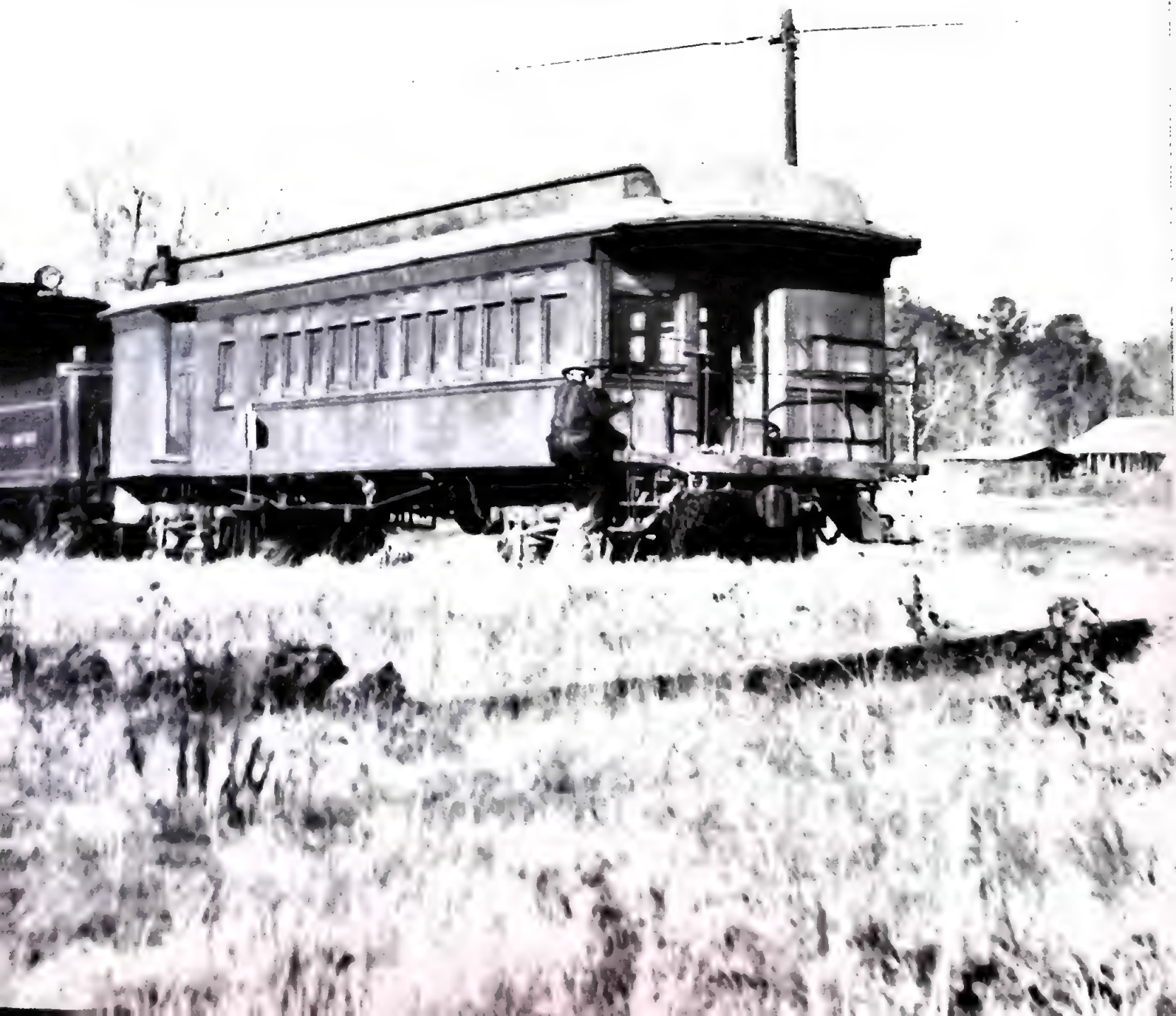
I grew up with, and was much affected by, the demise of steam railroading. As a child, I watched from the window of my parents' house as the once-mighty 2-10-4's of the Chicago Great Western were hauled, mid-train, to scrappers at Chicago—I never got over the sense of loss. I grew up reading about railroading, and as soon as I could, I started planning the trips I would like to take and the things I wanted to preserve on film. Alas, I was too late for most steam activity.

One of the lines I read about and dreamed of visit-

ing was the Moscow, Camden & San Augustine in the East Texas "Piney Woods." I'd read of its comely "Panama Mogul" and mixed train. Lucius Beebe's *Mixed Train Daily* had a classic Charles Clegg photograph of tall-stacked 2-8-0 No. 6 with an old-style headlight and high pilot, smoking it up with the mixed. Beebe commented, "It was one of the most photogenic studies of old-time railroading in our experience."

The MC&SA had been chartered in early 1898 to build a 65-mile railroad between Moscow and San Augustine—both in East Texas. Actual track built was

In a scene decades out of date even in 1965, W. T. Carter No. 14 switches ancient combine 512 at Camden, Texas. With a lone boxcar cut in between them, they would form the mixed train to Moscow, 7 miles away on SP's Shreveport (La.)-Houston line.



slightly less than 7 miles between the Southern Pacific at Moscow and the mill town of Camden. The line was opened in November 1898.

By the time I first reached Texas, in 1964, it was too late; MC&SA had only recently (January 1960) acquired its first diesel, an ex-Pacific Electric GE 44-tonner. The wonderful old steam engines had, quite literally, been put out to pasture. But they were still there. I found the Panama Mogul, No. 201, and the *Mixed Train Daily Consolidation*, No. 6. Eight more W. T. Carter engines were on hand too. W. T. Carter did not hastily throw things out. I took a few photos and went on my way.

Less than a year later, I read in *TRAINS* that MC&SA would return to steam while the diesel underwent servicing in early 1965. Although by then trains 1 and 2 ran

only Monday through Friday, and I had only recently started my first full-time job, with no vacation, I had to go. And go I did, taking my father's trusty Yashica A twin-lens reflex camera.

Camden was the site for a mill built by W. T. Carter & Brother after its old mill at Barnum, Texas, burned in 1897. It was a friendly little company town where everyone waved. Pigs and chickens roamed the dirt streets. Besides the mill, Camden hosted Carter's headquarters, a huge company store, and railroad operations of both the MC&SA and Carter's own lumber railroad. By the time I arrived, the lumber railroad had been removed, but I could still locate the old right of way heading east and overgrown with trees and weeds.

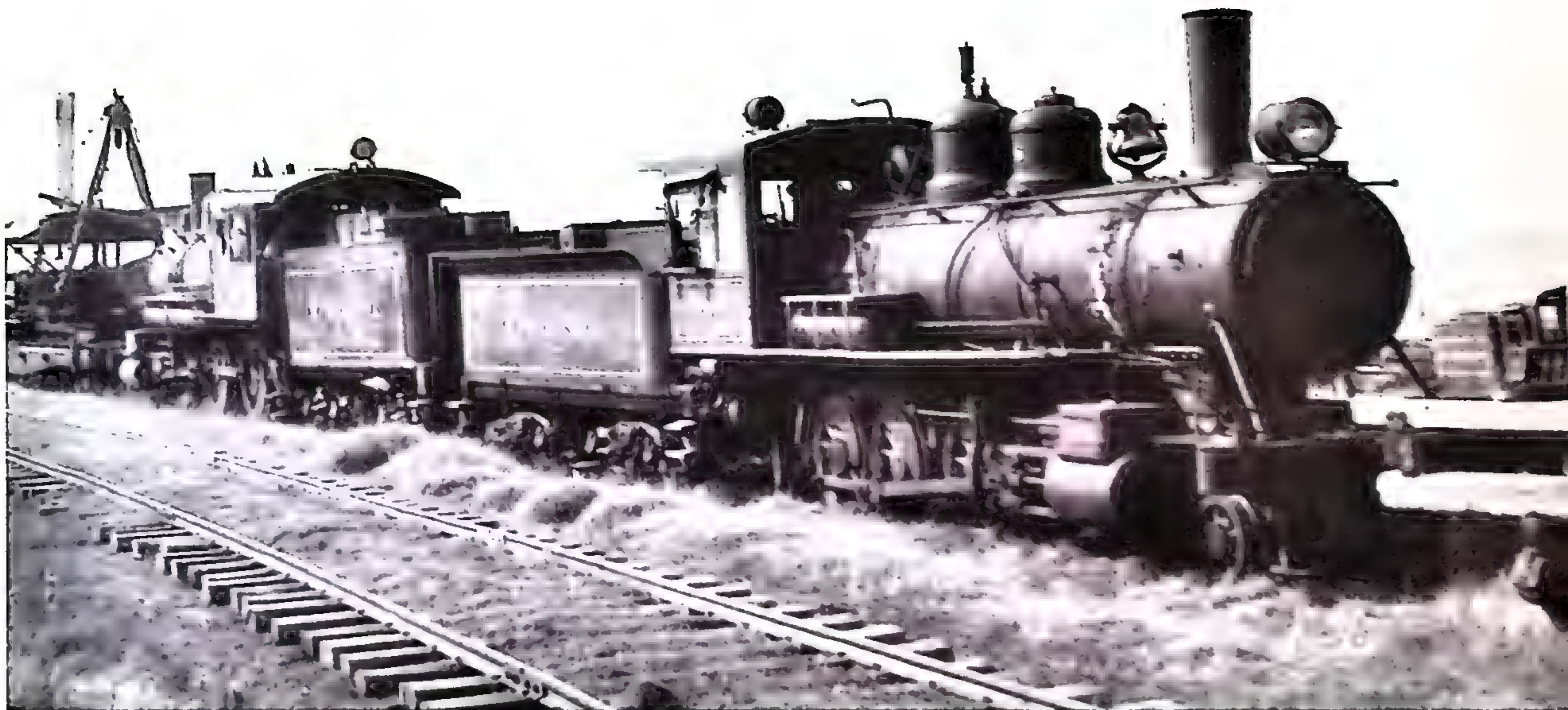
I bought my ticket in the little white frame depot across from the store, and went out to take pictures. W. T. Carter No. 14, a 1923 Baldwin Mikado, picked up the ancient combine from a wooden shed and made up our train. Combine 512 was built in 1898 for the far-away Long Island Rail Road and had been acquired by MC&SA in 1927. It had been painted red with a green roof, but it took close examination to see the colors in the scant paint remaining.

Train 1 left precisely on the 10:40 a.m. advertised. I well remember this because I was standing in front of the engine, taking a nice shot, when I heard the familiar two blasts of the whistle, and the train started up. I may have been observed by the locals recreating the LIRR's old advertising image of the dashing commuter when I caught the rear platform of the combine.

We soon reached Moscow. There a man and his young son got off the train to join the wife and mother who had arrived with the family car. Our elderly conductor saw the two leaving and was clearly alarmed. He grabbed his black metal strongbox and chased them

Car 512 stands at the Camden station, whose side doors bear the labels COLORED and WHITES; the depot is now at the Texas Forest Museum in Lufkin. Later in the day, engine 14, running tender-first because she wouldn't fit on the Moscow turntable, arrived with train 2.





Among the treasures rusting away at Camden were MC&SA No. 6, of *Mixed Train Daily* fame, and Mogul 201, which helped build the Panama Canal; beyond them lay W. T. Carter Shay No. 2. The vine-covered backhead of one of the engines showed the years of disuse.

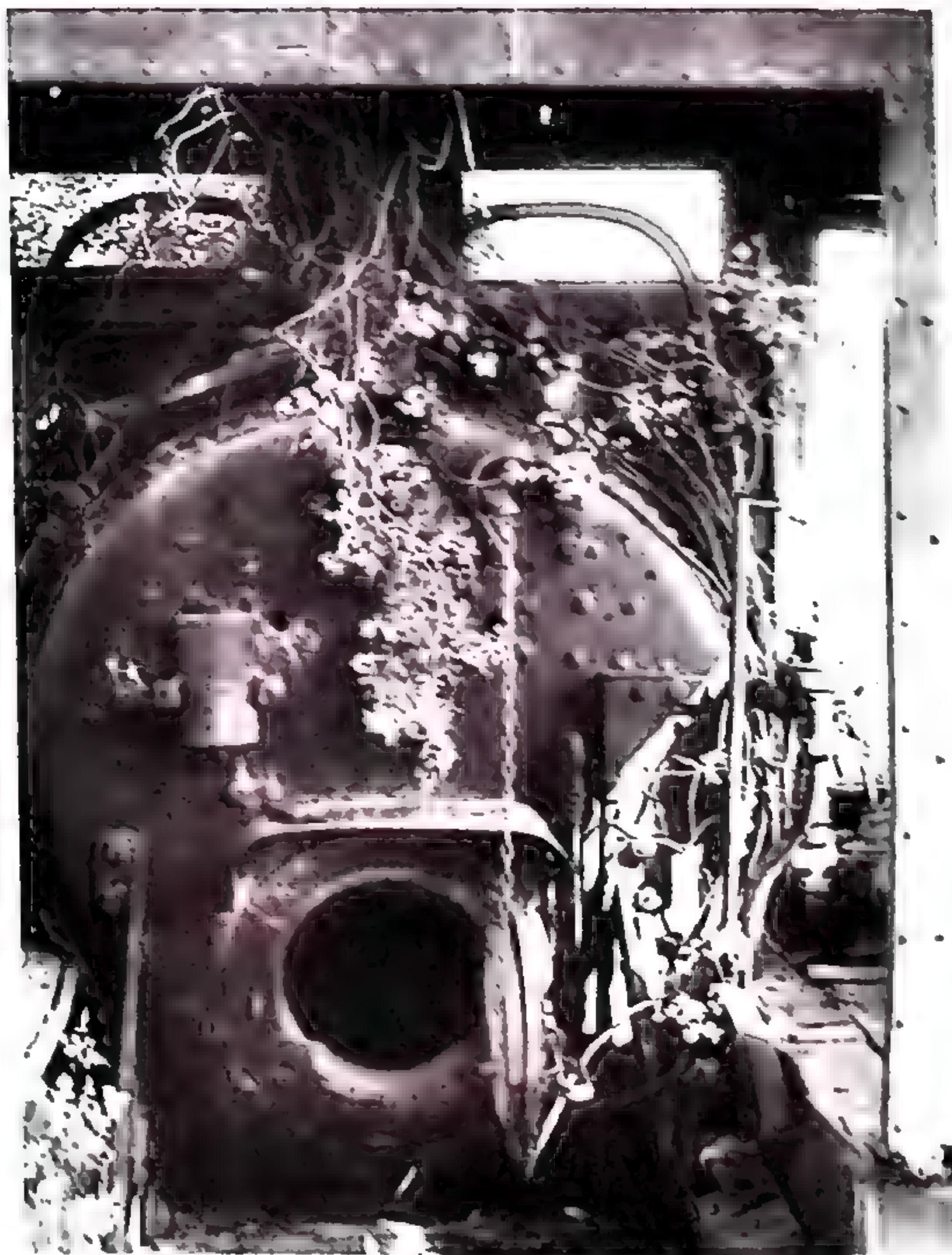
across a field. He confronted them there and insisted that since they had paid a round-trip fare, if they were not going to return to Camden with us, they must be reimbursed. The conductor was adamant; the man tried to refuse but finally relented and accepted his due refund. The round-trip fare was all of 50 cents.

The crew did some switching at the Moscow interchange, and then, since No. 14 was too big for the turntable, the train was assembled, engine running backward, ahead of the combine and a few freight cars. We waited for the scheduled departure time. On the return, I rode the front platform facing the smokebox and had an exceptional view of the engine motion.

There is a happy ending to this story. Despite my fears, none of the locomotives I visited and photographed in Camden was scrapped. A few years later, all the engines, the log loader, the combine, and even the depot had been sold or donated and were dispersed to various locations around Texas and Arkansas.

Some of the engines actually operate today. W. T. Carter 2-6-0 No. 1 and Mogul 201 run today on the Eureka Springs & North Arkansas Railway in Eureka Springs, Ark. W. T. Carter 2-6-2 No. 4 was recently acquired and overhauled by the Mount Dora Scenic Railway in Mount Dora, Fla. I last encountered No. 6 on the Georgetown Railroad in Georgetown, Texas, where there was a plan to renovate her and operate a tourist railroad, but that attempt did not work out.

The MC&SA celebrated its centennial year in 1998—a rare thing for a true short line. It continues to operate today, as always, as a common carrier. ■



classictrainsmag.com

View a list of the surviving Moscow, Camden & San Augustine and W. T. Carter steam locomotives online at classictrainsmag.com

1969: Weird, wonderful, and one-of-a-kind trains



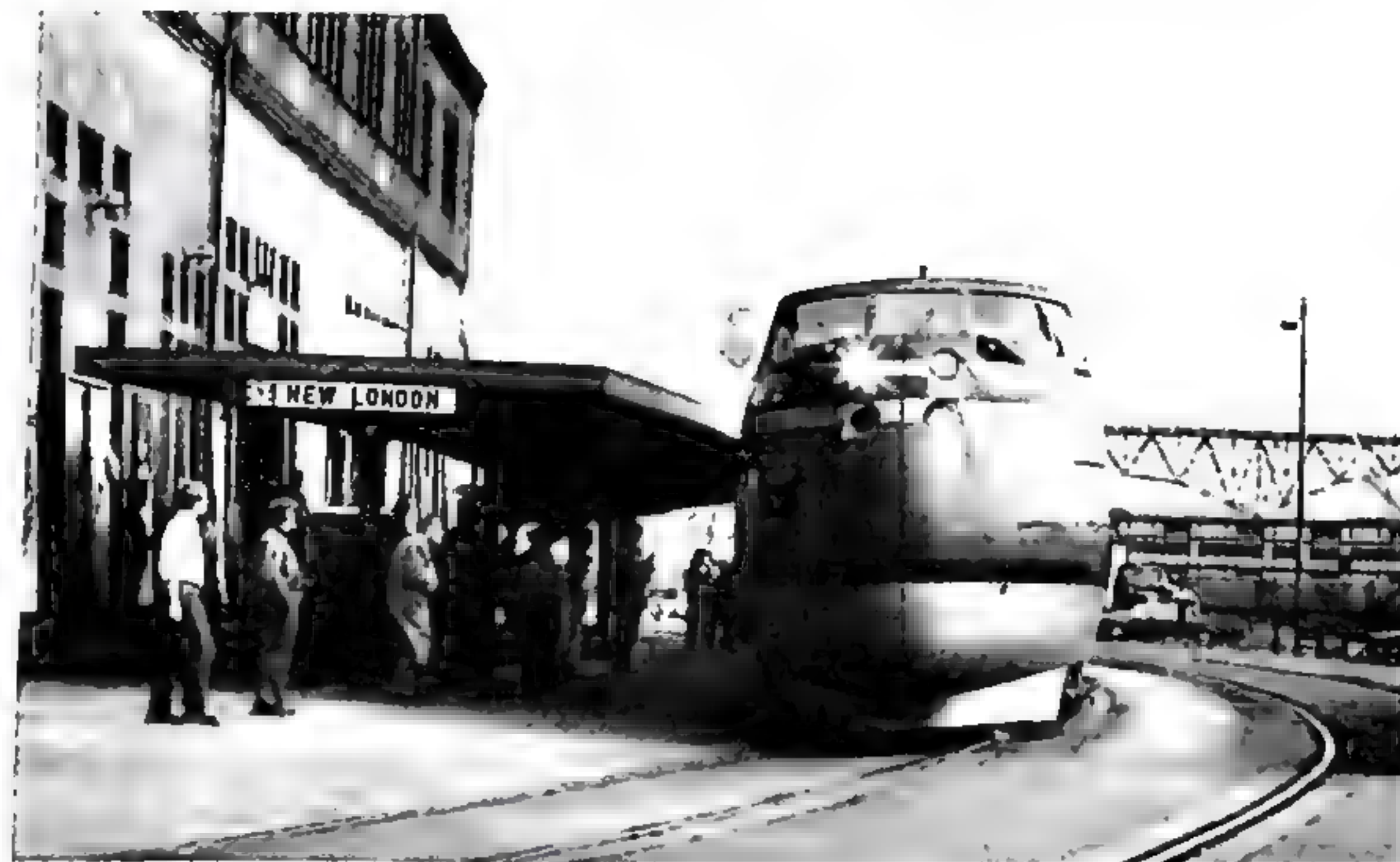
DON WOOD

GOLDEN SPIKE CENTENNIAL LIMITED: High Iron Co., an early Ross Rowland enterprise, lays on a \$1000-round-trip special passenger train from New York City to Ogden, Utah, in May to mark the centennial of the completion of the first transcontinental railroad at Promontory. Specially repainted cars from B&O, PRR, and others ride PC, N&W, and UP rails, behind Nickel Plate 2-8-4 759 east of Kansas City (above), new UP EMD DDA40X 6900, even a blue GG1.

ADIOS, ALCO: On October 20, after years of falling sales, Alco Products, Inc. announces it will exit the locomotive-building business. The Schenectady plant will still make parts, and Canadian affiliate MLW will still build locomotives, but a tradition intact since 1837 ends.



GEORGE A. FORERO JR.



EDWILL H. BROWN

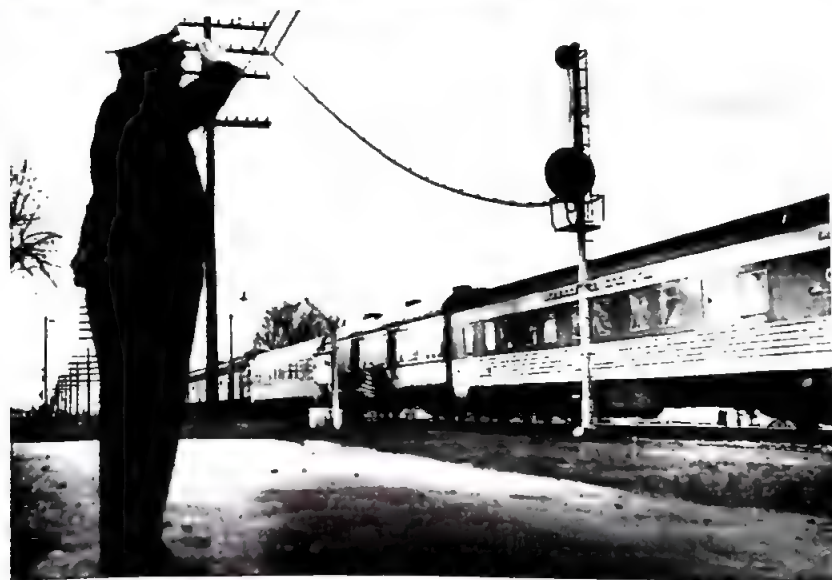
NORTHEAST CORRIDOR PROJECT: Six new Budd M.U.'s making up Penn Central train 2001 slip through North Philadelphia on January 16 with the first revenue New York-Washington *Metroliner* (\$1 to \$2 extra fare for coaches; regular parlor-car fares). In April, a 2½-hour nonstop averaging 90 mph will be added. In May, a three-car United Aircraft Turbotrain, introduced the month before on a 3-hour, 55-minute Boston-New York schedule, calls at New London, Conn.



HAROLD A. EDMONSON

SCOTSMAN VISITS:

Former London & North Eastern 4-6-2 4472 *Flying Scotsman*, brought to the U.S. by owner Alan Pegler for a five-week, 2200-mile Boston-Houston tour with a British trade exhibition train, thrills schoolkids in Cuba, Ala., on November 3 as it rolls west on Graham Claytor's Southern Railway. Hosts for the three-cylinder Pacific, first engine in the world to officially hit 100 mph, are PC, SR, Illinois Central Gulf, and Burlington. The green 4-6-2 will not ship out from the U.S. until 1973.



J. DAVID INGLES

IKE FUNERAL TRAIN: Dwight D. Eisenhower, son of a Katy railroader, World War II leader, and our 34th President, goes to his final resting place in Abilene, Kans., on a special train out of Washington, D.C., on March 31 on the C&O. The next afternoon, a local officer salutes its passage through tiny Odin, Ill., on the B&O. Beyond St. Louis, Norfolk & Western and Union Pacific will do the honors to complete the solemn 1389-mile, 35-hour, 55-minute journey.

CUSTOM JOB: EMD, the epitome of standardization, builds five lightweight versions of its SD39 for Milwaukee Road branchline work. Weighing just 250,000 lbs., shorter than a GP9, and riding export-style trucks, the five SD39's are joined in 1972 by five more. MILW will wreck one; the others will wind up on Wisconsin Central.



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These symbols of a by-gone era in American railroading are now collectors' items. Limited supply available at \$45.00 each, f.o.b. Chicago. All in good working order. Contact Administrative Assistant, Purchasing Department, Rock Island Lines, 745 S. LaSalle St., Chicago, Ill. 60605. Phone 312/922-3200.

SIGN OF THE TIMES: Passenger trains come off right and left, leading to surpluses of equipment of all types. Rock Island finds itself with excess baggage carts, and offers them for sale in a *Trains* Magazine ad. RI also drops the *Rocket* name from its trains, as does C&NW with its 400 label. Kansas City Southern goes freight-only. And in two famous cases, Burlington and Louisville & Nashville terminate trains in mid-run, causing public outcry. By year's end, federal action is contemplated.

Susquehanna surprise

Overshadowed by the Erie, little Susie-Q was an endearing, enduring presence



THEODORE B. KEER

THE NEW YORK SUSQUEHANNA & WESTERN Railroad evokes in me almost palpable feelings of ownership. Having been born a short two blocks from the line and raised almost in the shadow of its Russian Decapods and other steam engines, I feel nostalgic whenever I read a news item about the railroad. As an toddler, whenever I heard one of those trains barking up the grade through the small ravine down the block, I would run in fear to the shelter of my house and cower behind the half-closed door.

We never thought of the "Susie-Q" as a serious railroad. It was more of a stepchild of the Erie, and in steam days its locomotives were hand-me-downs from its parent. When we wanted to watch impressive trains, our dad would take us down to the Erie's four-track

main line in Ridgewood, N.J. There we could see an endless procession of commuter trains and big K-5 Pacifics pulling into the station with long-haul limiteds. We called them Hudsons, the only locomotive name we had learned from the Lionel catalog. The freights, pulled by Erie's huge Berkshires, didn't even slow down.

Nevertheless, it was to the little Susquehanna I was most connected. We walked along its roadbed to our favorite fishing ponds and gained access to land where we hunted for rabbits and pheasants. We skated on the millpond, which was bordered by old, half-buried siding tracks, remnants from a former time. When I was working my way through college, I unloaded freight cars filled with kegs of nails or sacks of fertilizer at one of the sidings in town. Later in life, I learned that my great-

Susquehanna 2514, a well-cared-for Pacific built for the Erie in 1905, strides out of Pompton Lakes, N.J., with a westbound commuter run.

grandfather, upon emigrating from the Netherlands, worked at the Wortendyke roundhouse. During a fire that destroyed the facility, he moved engines out of the house, saving them from destruction. He went to work as usual the next day without even a word of thanks from his boss.

One day, word got around that there were streamliners operating on the Susquehanna; the road was switching to diesels already around 1940. In those times, watching a streamliner go by was akin to witnessing Joe Louis beat up on one of his unfortunate contenders, and we were eager to see one. But the Susquehanna streamliners, the ACF rail cars used on the busier com-

muter runs, rarely reached so far west as our town. The Alco RS1's that came out our way certainly looked different from steam engines, but they lacked the style of the streamliners. By 1945, the road had become completely dieselized, far earlier than its larger and more famous competitors. Well, not quite.

Each weekday morning, I would join a procession of teenagers on a walk to the Wortendyke station to board a train which would take us to high school, 12 miles away. We rode ancient Stillwell cars, one coach and one combine, showing varying states of disrepair. A baggage car rounded out the consist, and we often waited out long stops while eggs and other agricultural products were loaded. (Our school train, *sans* baggage car on Sunday, is pictured on page 96 of Summer 2000 CLASSIC TRAINS.) Except for the time we hit a car at a grade crossing, or when the Alco sprung a leak and ran

out of fuel and the one time we got pelted by rocks, it was a slow, uneventful trip.

Until one morning in October 1947. As we waited for our train, we heard something differing from the familiar guttural growl and the strident air horn. We heard instead the soulful cry of a whistle, a whisper of steam, the faint rhythms of a steam locomotive. It was one of the Erie's venerable K-1 Pacifics the Susie-Q had leased for a few weeks while the Alcos were in the shop. She left the station at a gallop and got us to our destination 10 minutes early!

Today, the Susquehanna sometimes runs October steam trips behind its Chinese-built 2-8-2, and I have had occasion to hear its wail as it made its way through the same cut near my childhood home. But our school train in 1947 would be the last regularly scheduled steam run on the line.

—Robert Dykstra

The Pacifics that held up Berkshires

How the Bessemer helped keep the Nickel Plate's main line fluid

A FEW MONTHS AGO in 2001, Norfolk Southern completed a \$26 million line change through Erie, Pa., ending 120 years of mainline operation down the center of 19th Street that had long involved a 15-mph speed limit. Back when this was the Nickel Plate Road, its high-speed freight trains, hauled by the legendary 2-8-4 Berkshires, were allowed a 60-mph top speed over much of the CTC-equipped, single-track route between Buffalo and Chicago. NKP's four daily passenger trains, powered by Hudsons and later by Alco PA's, could do 70. But all of them crawled along 19th Street at the same low speed.

West of the 19th Street running, NKP's single-track main line, although on private right of way, was shared for 12.2 miles with tenant Bessemer & Lake Erie to Wallace Junction. This had been true since "the Bessemer" was first extended to Erie in 1891.

At its peak, B&LE had three daily passenger trains in and out of Erie, but by the 1930's there remained but a sin-

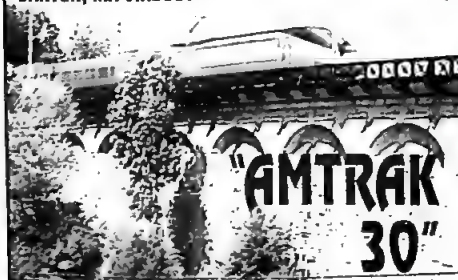
gle daily-except-Sunday local (trains 12 and 13) from Greenville, Pa., and a nightly freight. The B&LE also kept a switcher at Erie. Beginning in 1936 it was a 550 h.p. steeple-cab diesel built by Westinghouse, and later it was an Alco S4.

As NKP expanded its fleet of Berkshires between 1934 and '49, it placed increasing emphasis on the fast freight service that their performance made possible. A special niche for NKP was meat traffic, most of which was interchanged with the Lackawanna at Buffalo. Not only was the speed limit for such trains a mile a minute, but management wanted them to be operated that way.

On the Bessemer, speed was a whole other story. Its double-track main line was the domain of some of the heaviest iron-ore and coal trains in the world. Grossing up to 16,000 tons, these monsters were limited to a top speed of 40 mph. B&LE also still had its pair of local passenger trains, powered by P-1

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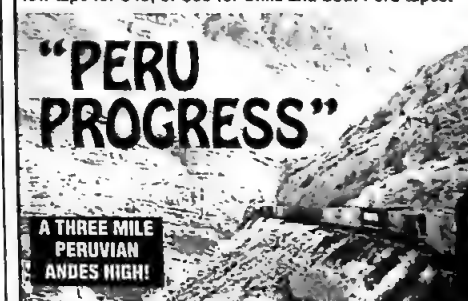
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The Way It Was



FRED HOUSER

Pacific built by Schenectady in 1913.

Employee timetables specified that these light 4-6-2's be operated no faster than 55 mph. When new, they hauled scheduled weekend expresses between Pittsburgh and Conneaut Lake Park, Ohio, and also other excursion trains, but by the late 1940's virtually all their assignments were on the locals. The 55-mph limit was adequate to assure on-time performance.

A problem developed as B&LE enginemen also observed the same 55-mph limit while on the Nickel Plate trackage, further complicated by a scheduled passenger stop at Fairview, 3 miles east of Wallace Junction. B&LE train 12 arrived at the junction at a very busy time for NKP's main line.

Eastbound fast freight 52 was scheduled out of Conneaut (Ohio) yard, 14 miles west of Wallace Junction, at 8:35 a.m., followed 20 minutes later by fast freight 98 and then at 9:15 by NKP 6, the morning passenger train to Buffalo.

B&LE train 13 makes a mail stop at Adamsville, Pa., 9 miles from the end of its run at Greenville.

This meant that eastbounds hit Wallace Junction at about 9 a.m. (NKP 52), 9:10 (B&LE 12), 9:20 (NKP 98), and 9:30 (NKP 6). Although NKP had two controlled intermediate sidings between those at Wallace Junction and Cascade, with this traffic density it had to be pretty much a one-speed railroad.

Nickel Plate dispatchers and crews became fed up with running on B&LE 12's yellow blocks, so about 1950, the NKP operating department approached B&LE with a request that it look into raising the speed limit of its 4-6-2's to 70 mph. Bessemer's mechanical department soon approved the new limit (applicable only on NKP), and Nickel Plate became much more of a one-speed railroad in northwestern Pennsylvania. NKP's Hudsons, PA's, and Berkshires would no longer be slowed by B&LE's little Pacifics.

—Fred N. Houser

An uncelebrated steam finale

When Canadian National answered a teenager's prayers

BY SPRING 1959, steam locomotives were just about gone from regular service on most U.S. railroads. I was 17 at the time and happy that I had been able to catch the last few tidbits of steam on the Nickel Plate Road, Baltimore & Ohio, and New York Central. I was determined to do whatever I could

to watch and photograph as much of the disappearing steam as I could. Each month I eagerly watched for the new issue of TRAINS Magazine, hoping that it would tell of an upsurge in business that would require the resurrection of steam on some line within easy traveling distance of home.

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Happily for me, steam was still active on the Canadian National in southern Ontario, and my home in North Tonawanda, N.Y., near Buffalo, was only about 15 miles from the Canadian border. On April 1, 1959, I took the short RDC ride on the New York Central to the Suspension Bridge station, and walked across the bridge to Canada. During the day, I saw and photographed seven active CN steam locomotives of several different wheel arrangements at CN's Niagara Falls engine terminal.

Encouraged by my success, and eager to record as much of the steam action as I could, I repeated the trip the following weekend. But CN had played the ultimate April Fool's joke on me. When I arrived the next weekend, the yard was full of F units. There was not even a dead steam engine at the terminal.

Many of the retired engines had gone to London, Ont., for scrapping. I had relatives in London, and past summers had been spent happily visiting both them and the CN and Canadian Pacific engine terminals there. Later in the summer of '59, one more trip to London was in order to capture a few more pictures and log a few more engine numbers and types, even if they were dead.

I arrived at my relatives' late in the afternoon of Saturday, July 1. After the obligatory gossip about family doings, I went to bed planning to head for the CN scrap line right after church on Sunday morning. Then, while lying in bed with the window open to the warm summer night, as I planned my next day's schedule, I heard first a steam whistle, then the unmistakable chugging of an engine heading west up the grade out of town.

I knew that the railfan grapevine had confirmed steam was officially dead all over the CN in the area. So, what had I heard? Jumbles of thoughts filled my head as I lay there wide-awake: Was there a fan trip I didn't know about the next day? Maybe an engine was being deadheaded. Where was it going? West from London, it could be going to either Sarnia or Windsor. Since it had left town, had I

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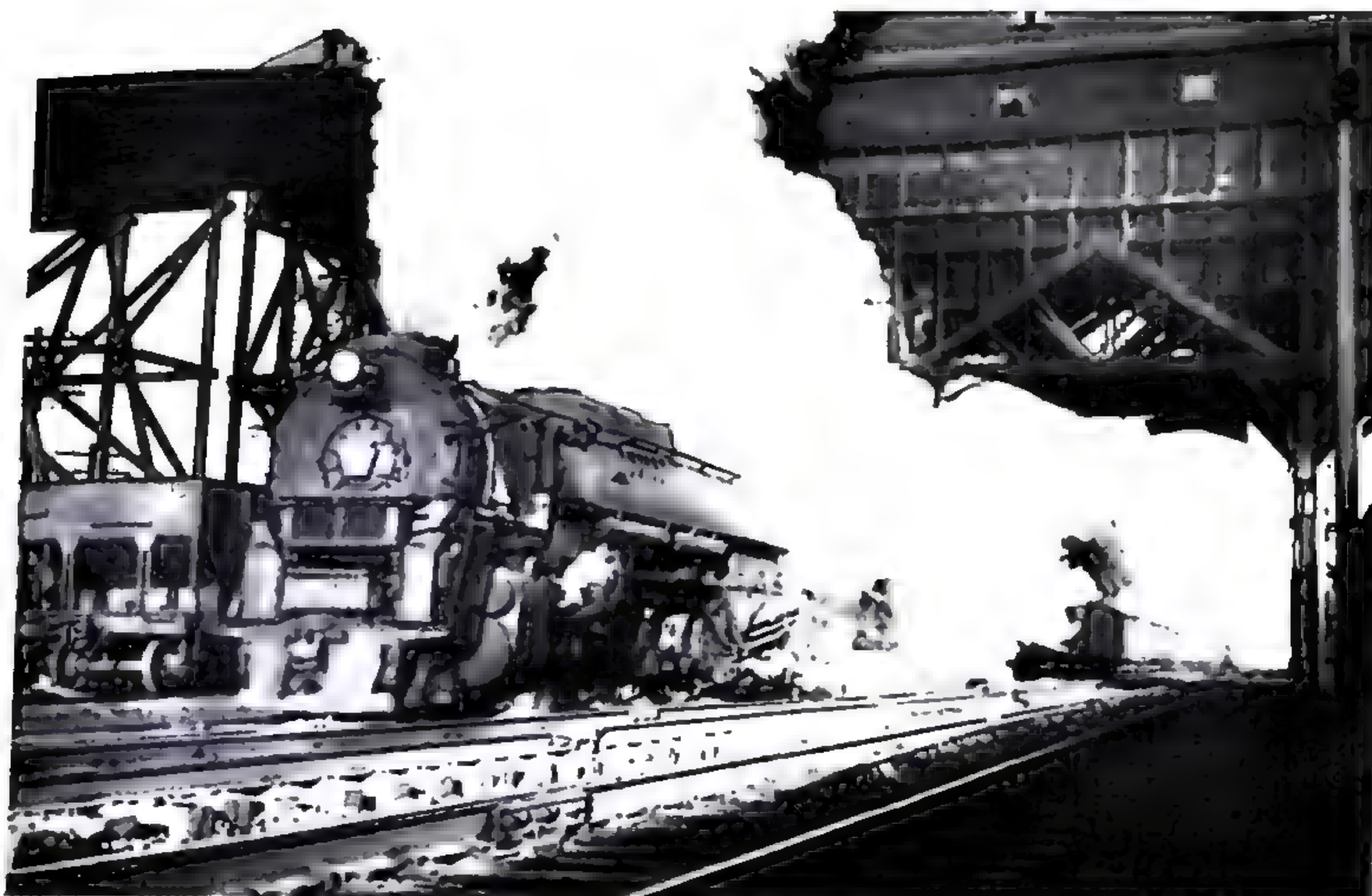
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Dola, Ohio, 1948

Coal and water, 2-10-4's and F7's

DOLA, OHIO, is located—according to Pennsylvania Railroad, Fort Wayne Division timetables—238.7 miles west of Pittsburgh and 91.1 miles east of Fort Wayne, Ind. Early one spring morning in 1948, J1 2-10-4 6402 is seen heading east on the eastbound siding at Dola after having replenished its supply of coal and water. This will get it as far as Crestline, Ohio, 40 miles to the east, where the J will be cut off and another engine or engines added for the remainder of the run to Conway, Pa., PRR's big Pittsburgh-area yard.

Engine crews liked the J1's for their steaming qualities, their good riding, and the fact that their weight on drivers, with booster, increased the rates of pay received.

Dola also had water track pans, but only on the two main tracks. So if a train were put into the siding, it could not scoop water and had to take it from the standpipe at the coal dock.

The lower photo was taken in December 1948 from the cab of an F7 diesel on hotshot WS-4 as it neared the east end of the Dola track pans. While the pans are still full of water, and the coal dock is still full of coal, the increasing use of diesels on the Fort Wayne Division portends their eventual demise.—*John R. Crosby*



TWO PHOTOS: JOHN R. CROSBY

totally missed it? Maybe it wouldn't come back, and I had just missed a last chance to see a CN engine in regular service. I was producing adrenaline by the bucketful.

Sunday morning came soon enough, but I still had to deal with the frustration of mandatory church attendance. My prayers must have been deemed sincere enough, however, for as I anx-

iously sat in the pew, I again detected the sound of a whistle over the chords of the organ. The CN main was just visible out of one of the slightly opened stained-glass windows, and I spotted the silhouette of a 4-8-4 drifting down-grade into town with a freight.

Once done with church, I changed my clothes and hoofed it over the couple of miles to the engine terminal. All

was quiet there that Sunday morning, but simmering on a track near the roundhouse stood 4-8-4 6205, just in from its run from the west. Its white flags were still in place, indicating that it had arrived on an extra run. I snapped a picture and waited to see what would happen next. Soon a hostler showed up and began moving engines around. I hoped the 6205 was

going to be made ready for another run and that I could get an action shot of it leaving town. However, 6205 was moved onto the turntable, where I snapped another picture, and then it was placed over the ash pit.

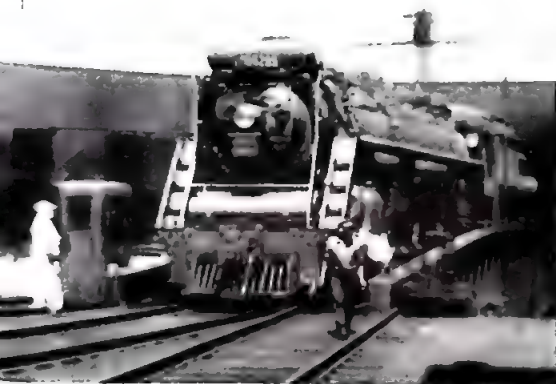
Soon, the hostler was joined by another employee, and they began spraying water into the ash pan and up into the grates, dousing the fire. If I'd had my current battery of motor-driven 35mm cameras, I would have used up several rolls of film recording the spraying and tinkering that went on in the process of shutting down the locomotive. I was aware that I was probably witnessing a significant event, but film was expensive for my Ansco box camera, and its (and my) abilities were limited, so I took only the two photos. I hung around until the engine was put into the roundhouse with the steam left in the boiler after the fire had been killed.

I spent the rest of the week visiting the lines of dead steam engines on both CN and CP. I hoped I might get lucky again and see an extra run of one of the engines stored in the roundhouse, but it didn't happen.

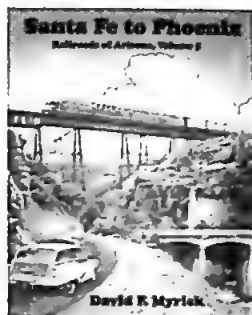
Steam lasted until the early '60s on the Grand Trunk Western [page 36, Summer 2000 CLASSIC TRAINS] and other parts of the CN, but as near as I can tell, I was fortunate to witness to the last regular run by a mainline steam locomotive in southern Ontario.

—Ken Kraemer

Looking as proud as ever, CN 4-8-4 6205 rides the turntable at London in July 1959, headed for the ash pit, the dead line, and oblivion.



KEN KRAEMER



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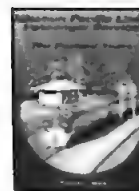
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No way to treat a soldier

Attachment to Military Railway Service HQ did not mean deluxe rail accommodations

IN EARLY 1943 I turned 20, and was on the "short list" of 1A's. The headquarters company of the Army's Military Railway Service was located at Fort Snelling, in my hometown of Minneapolis, and when I discovered I could enlist directly into that organization, I did so.

Within a few months, we were ordered to the East Coast to embark for North Africa. We left the Twin Cities in a 17-car train, which took about 78 hours to reach New York because of numerous delays along the way.

As I remember, there were four standard Pullmans at the head end, followed by a couple of troop kitchen cars and sleepers. The balance of the consist

was ancient Chicago & North Western coaches, with open platforms, oil lamps, and a coal stove for heat—they seemed like something from the 1880's. It was bitterly cold, and men near the stove were literally sweating, while others near the ends of the coaches were freezing.

The officers occupied the Pullmans, of course, and the rest of us had to make due with what was provided. Removing the seat backs and putting them on top of barracks bags between the seats created a flat area for us to stretch out on. Small guys found they could squeeze in on top of the baggage racks, and this is the way we spent three days and nights on board the

MRS's "headquarters company special."

I'm not sure MRS commander Gen. Gray was with us, but the balance of the staff was, and even they were appalled at our accommodations. We all presumed that our status as the "General's own" would have demanded a fairly well-equipped train, but so much for "the privileges of rank!"

We did get one small bit of satisfaction before we left the train. We all set to work with a will to ensure no other troops would ever have to endure such

For fighting men with all their gear, standard coaches were no way to travel long distances. Here, soldiers of the 35th Division are ready to leave Camp Robinson, Ark., December 18, 1941.



U.S. ARMY SIGNAL CORPS

In this special edition of "The Way It Was," we present recollections sent to us by readers in response to our World War II-themed Winter 2001 issue.

a trip again. The interiors of those antiques were completely trashed. We destroyed oil lamps (worth a fortune today in the memorabilia market), seats, baggage racks, and even the interior molding!
—Don Olsen

Riding the Red Cars to war

I WENT TO WAR on the Pacific Electric. Forty young men from our Beverly Hills draft board walked a short block to the PE station where our own "Red Car" waited. Our special traveled to the Subway Terminal in downtown Los Angeles. We then walked three blocks to the Sixth and Main Station, where we boarded another special for San Pedro and the Fort MacArthur military induction station.

Along PE's famous four-track main we saw troop trains, tank trains, and a string of old steam switch engines on their last trip to the breakup yard on Terminal Island.
—Cliff Dektar

The Sunday the trains stopped

SOMETIME BEFORE THE WAR, the Baltimore & Ohio, in its usual endearing manner, turned over the top floor of its beautiful station in Wheeling, W.Va., to the members of the Hempfield O-gauge model railroad club for what developed into a magnificent layout.

The club offered an open house at the layout for the public during the first two weeks each December, while B&O's own great O-gauge traveling layout was displayed in operation in the station's spacious waiting room.

My dad, brother Ed, and I were spending the day entranced by all the great model railroading going on there on December 7, 1941, and were on the fourth floor with the Hempfield layout when, about 3:30 p.m., everything came to a sudden and unexpected halt. Then came an announcement that the Japanese had just struck a devastating sneak attack at Pearl Harbor, Hawaii.

I clearly remember the ashen expression that came over my dad's face and

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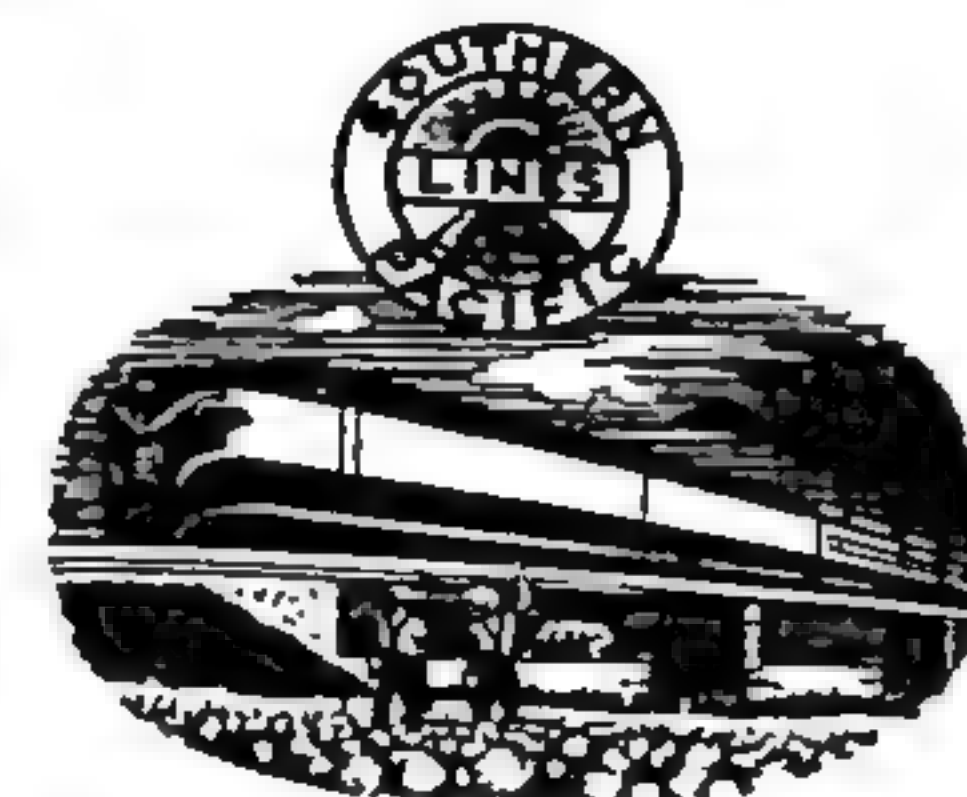
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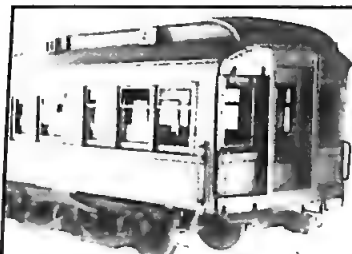
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The Way It Was . . . in World War II

In Scranton, a somber July 4

ON Delaware, Lackawanna & Western trainsheets, the train seen here departing Scranton, Pa., is simply First 6, a special section operating ahead of the eastbound *Lackawanna Limited*. But instead of businessmen from Buffalo, the long, dark cars with blanked-out windows and UNITED STATES ARMY on the letterboards are carrying home to the East Coast the remains of servicemen, killed in action in the Pacific Theater. It's a somber duty for the DL&W this Independence Day, 1948.



how the festive atmosphere was totally erased and how Dad hustled us home through the cold, snowflaking afternoon to contemplate what would happen next. The fact that he had four children plus was working two jobs that both became essential to the war effort overnight kept him home for the duration.

But the effects of the war soon became very evident by the intense increase in rail traffic that passed our McCulloch Street residence on both the B&O and Pennsy tracks, just "spittin'" distance from our house.

—J. J. Young Jr.

A vote for the troop sleeper . . .

DURING WORLD WAR II my unit, the 86th Infantry Division, took trains back and forth across the country. We always felt we were lucky when we could get the troop sleepers rather than the old tourist Pullmans.

Troop sleepers meant having your own sleeping area. Also, during the daytime we could take naps, plus make an easy exit at stops. Another benefit was plenty of storage room for weapons and other gear. On the tourist Pull-

mans the ladies' washroom was used as a storage room for the rifles, machine guns, and other stuff we carried. On the troop sleepers we had our own personal rifle racks. What more could we ask for?

During our annual reunions, the "old vets" still talk about the train trips, and we all agree the troop sleepers were the best ever.

—Bill Severin

And another . . .

YOUR WINTER 2001 ISSUE really brought back some memories and drove me into the stack of my World War II letters to my family, which my father had saved. In a letter I wrote home May 11, 1944, after a trip on a troop sleeper, I reported, "We took the train at Wilmington, N.C., and rode the same car from there to Chicago. We stopped off for about three hours in Atlanta Tuesday morning and rolled into Chicago at 7:00 a.m. today (Wednesday). We had a special Pullman called a 'Troop Sleeper.' I think it is built on an old boxcar chassis and is about the same length. It sleeps 29 men and a porter in 10 triple-decker bunks laid at right angles to the line of travel. The sleeping was no worse than in any Pullman, and



JOHN J. MACDONALD

most of us stayed in the prone position most of the trip.”

—Joe Ewing

And one for the tourist sleeper

I rode a troop sleeper on a MAIN train, departing Camp Carson, Colo., on October 10, 1944, with arrival at Fort Meade, Md., on October 13. Our routing was Rio Grande to Denver, Burlington to Council Bluffs, Chicago Great Western to Chicago, and B&O to Fort Meade. The Rio Grande provided 4-8-2 1519 for power. On the CB&Q, I noted we had 2-8-2 5357 McCook-Lincoln and 5119 Lincoln-Council Bluffs.

The CGW furnished another 2-8-2, 735, though I don't know if that engine went through to Chicago or was cut off at Oelwein. I recall the ride on the GCW being very rough. Out of Chicago, B&O gave us brand-new 4-8-2 5570; I don't know how far it went, but next day we arrived at Fort Meade behind 2-8-2 4616. I had three other MAIN train rides, two in the more comfortable tourist sleepers, and an overnight ride in Pennsylvania Railroad P70 coaches.

Regarding Patrick Wider's fine article on troop cars in your Winter 2001

issue, one item in that story does not gibe with my memory. On those long-ago rides, we took our mess kits, went to the kitchen car, and then returned to our seats to eat. I don't recall any servers or paper plates and cups on any military train.

—Lloyd Stagner

Travels over here and over there

UNFORTUNATELY my travel records were lost, so I cannot challenge Fred Houser's 20,000 miles [pages 60-73, Winter] but I must have come close. Unlike him I did go overseas (to Italy with the 10th Mountain Division) and was able to ride trains there. Indeed, on our way home I spent an evening playing motorman in Florence.

In the U.S., I rode such operations as the Claiborn & Polk military railroad, New York & Long Branch, D&RGW, Rio Grande Southern, Midland Terminal, Manitou & Pikes Peak, and Denver Tramways.

Like Houser, I, too, rode the parlor car on the *San Juan* and had an excellent ham steak en route. At Durango, I got a room at the Strater and a sirloin that over hung the plate for \$1.25 in a

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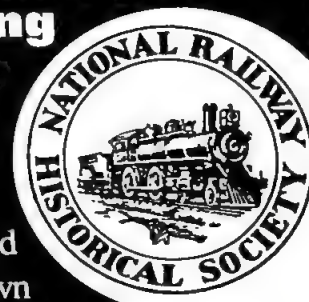
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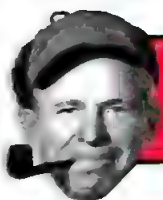


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The Way It Was ... in World War II

"hole-in-the-wall" restaurant behind it. A visit to the roundhouse revealed a man from the local blacksmith shop trying to reinstall the air pedal on the fire door of RGS 2-8-0 No. 42. He had it upside down, so I showed him the right way.
—Don Robinson

Young Tom Edison of the troop trains

WHEN I WAS A TEENAGER during the war, I would visit my Union Pacific conductor uncle, Jim Ryan, in Minidoka, Idaho. It's a virtual ghost town now, but in those days Minidoka was an important fuel stop and junction point in UP's Idaho Division.

One day I persuaded the woman who ran the depot newsstand to let me take goodies aboard troop trains when they stopped at night for coal and water. I was inspired, I suppose, by having seen Mickey Rooney hawking goods on trains in the movie *Young Tom Edison*.

The woman would leave a loaded basket with the dispatcher as she closed up for the night, and I would take it aboard the trains after getting permission from the conductor.

I would quietly call "Candy, cigarettes, magazines" while walking between the curtained berths. Before long, male voices would reply, "You got Luckies?" or "You got any gum?" and a hand would reach out with a quarter or half dollar which I would replace with the ordered item, if I had it, and the change.

I knew these were troop trains because they were not scheduled, and some of the cars would be lettered PENNSYLVANIA or SOUTHERN.

I've cherished the memory of my

days as a candy butcher on troop trains, and hope I helped ease the long journey into battle for some of those servicemen.
—Bill Ryan

Measles and POW's

MY FATHER was a troop train escort for the Katy Railroad from January 1942 until the early part of 1946. During that time, he came back to his home in Chicago only three times.

In later years I had him sit down and tape his experiences on these trains. Of the many stories he told, one that stands out centered around a trip through Oklahoma with a full train of Army personnel and equipment en route to Texas. During the trip, two of the soldiers came down with measles.

Since they had no radio communication at that time, the standard practice was to throw off a message to a telegrapher at a station the train was passing. The whole train was set off and quarantined west of Muskogee, Okla. They sat on a siding until the local health department and the Army were satisfied the incubation period was over.

Also, the troop train escorts worked trains of German prisoners of war going to camps down in Texas. My father's descriptions of these camps indicate that the accommodations were very similar to our training bases, with a much lower level of security than you would expect at a POW facility. In fact, some of these camps used the same sidings as the U.S. posts.

—Ronald F. McWilliams

A Washington (D.C.) Terminal Alco RS1 switches a string of PRR-built troop cars on May 8, 1946.



L. W. RICE PHOTO; LOUIS A. MARRE COLLECTION

D.C. Union Station: I was there

I WAS AT Washington Union Station on the day pictured on page 114 of your Winter issue. I was in the Army, at Fort Meade, Md. Not knowing where I might be next Christmas, I decided to go home to Blackstone, Va. A buddy who had a car dropped me off at Union Station about 1 p.m. When I walked inside, I had never seen so many folks in one place in my life. It took me about an hour to get to a ticket booth. There was just no way I could get near a gate when the trains were loading.

By about 4:30 or 5 I had worked my way to a USO canteen. A lady asked me if I'd like something to eat. I said yes, as I hadn't had anything since 6 a.m. She gave me two turkey sandwiches, a cup of coffee, and a doughnut. She talked to me as I ate, and I remember her saying, "Look!" when she saw 8 or 10 sailors scaling the fence between the concourse and the tracks. It was 7 or 7:30 by the time I got on a train bound for Richmond. After catching a couple of rides and walking a mile, I got to our farm at 5:30 a.m.—17 hours after leaving Fort Meade.—*Lawrence M. Clifton*

Alabama to North Africa

IN 1942 my outfit left Dothan, Ala., to head north on a train that included old wooden coaches complete with truss rods and Pintsch lamps. Our car moaned and groaned at every curve as the Atlantic Coast Line locomotive up front hauled the 18-car train at high speed. At Waycross, Ga., another engine and more cars were added. At Richmond, Va., we got onto the Richmond, Fredericksburg & Potomac for the run to Washington Union Station, where I managed to get off to watch a B&O steam engine tie on.

When we got to Jersey City, two ferries were waiting to take us to Staten Island, where we boarded a troop ship for North Africa. We passed the Statue of Liberty in the moonlight—what a glorious sight.—*Joseph S. Cornillow* ■

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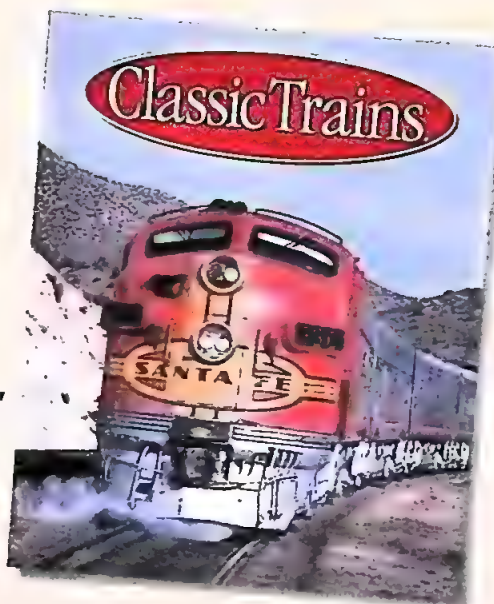
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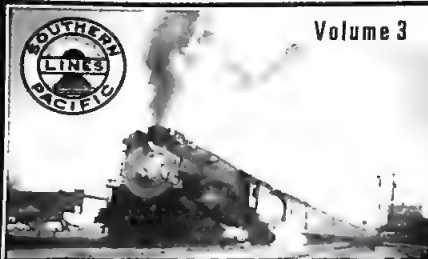
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ClassicTrains

Second Section

Salter preserves friends' work

Ultimately, the Smithsonian will benefit from collections that were shared

DAVID W. SALTER'S COLLECTION of photographs [pages 46-57] concentrates on the South, and it includes the work of several of his contemporary rail-enthusiast friends including Frank Ardrey plus the late R.D. "Dick" Sharpless, W.F. "Forrest" Beckum, and Hugh Comer.

Salter, as you would expect, speaks highly of all four. "Frank suffered a stroke a few years ago, and I was able to obtain his collection. He was an outstanding photographer, and he had done a good job of obtaining other photographers' negatives. Dick Sharpless was almost like a big brother to me, so it was good to have his negatives included in Frank's material, as so many of them were readily identifiable to me. Forrest Beckum had done a beautiful job of covering the short lines in southeastern Georgia, and his shots of the Georgia Road out of Augusta are classic.

"Hugh Comer had divided up his collection after he suffered a stroke and decided he wasn't going to do any more photography. It was sad, but he gave me things he knew I liked most, such as the Georgia & Florida and his Pidcock

short-line negatives, plus ACL, Tallulah Falls, the AB&C, the N&W, and, of course, the Seaboard, as well as what he had taken out west. It was very generous of him. Hugh had given Frank his Southern Railway collection, and now I'm happy to have what Hugh took on the Southern. Although Frank has suffered a stroke, you would never know it. He remembers every shot he ever took and is an excellent source of information on anything from his collection."

Salter has bequeathed his collection, friends' work and all, to the Smithsonian Institution in Washington, D.C.

—John Gruber

Classic-era photos available

MORE THAN 150 of the best photographs from the files of CLASSIC TRAINS now are available as high-quality digital prints from the "TRAINS Photo Archive" shop at the website Trains.com.

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Tallulah Falls 2-8-0 No. 75, on a northbound freight in December 1945, takes on water and builds up steam at Mountain City, Ga., 38 miles up the 57-mile line from Cornelia to Franklin.



HUGH M. COMER; COLLECTION OF DAVID W. SALTER



Georgia Railroad train 1, the Augusta-Atlanta passenger, mail, and express, leaves Union Point, Ga., on January 8, 1950, behind Class P 4-6-2 No. 253. The 329-mile pike was usually called "the Georgia Road."

W. F. BECKUM; COLLECTION OF DAVID W. SALTER

Southern Railway train 48, the eastbound *Southerner*, its orders in hand, accelerates away from the little station of Weems, Ala., east of Birmingham, on March 28, 1948, passing under the Seaboard's line.



FRANK E. ARDREY JR.; COLLECTION OF DAVID W. SALTER

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MARCH 2002

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His days at the helm
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Second Section

subjects, selected by the publisher and editors of CLASSIC TRAINS and its sister magazine, TRAINS. Most of the prints portray steam and diesel action from the 1940's and '50's.

This initial catalog showcases the works of Stan Kistler, J. Parker Lamb, Jim Shaughnessy, and Don Wood, among others. Subjects include locomotives, famous passenger trains, terminals, and railroad people.

The prints, intended for personal use only, can be purchased matted at \$29.99 each, or matted and framed at \$49.99 each. All prints are 8 x 10 inches, digitally reproduced on Kodak professional digital photo paper. The size including the matte is 11 x 14; framed size is 12 1/4 x 15 1/4.

NH traffic map in TRAINS

J. W. SWANBERG's New Haven tribute [pages 16-19] has a companion in the March 2002 TRAINS magazine. That issue's "Map of the Month" is a highly detailed freight and passenger traffic density map for the NH system in 1955. **E**

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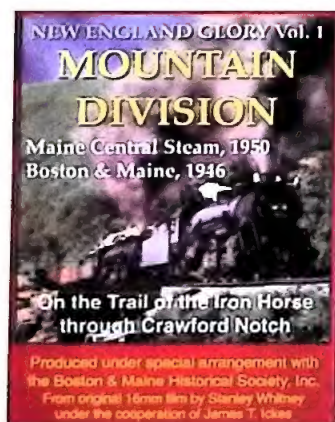
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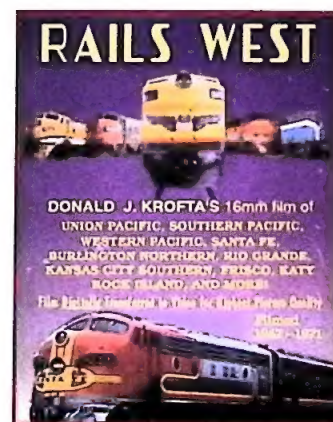


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